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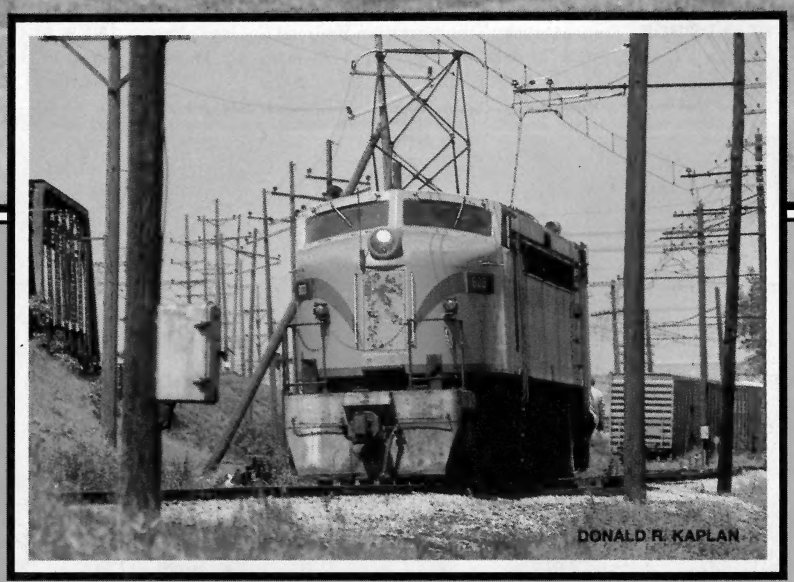
In an energy era When a short line can turn to steam...

CHRIS D'AMATO



DONALD R. KAPLAN

...why is this locomotive obsolete?

KODACHROME: GUY CHARTRAND

Railnews

VOILA LE LRC! Throbbing with life from a Montreal-built Alco 251 16-cylinder 2700-h.p. engine, the first LRC built for Amtrak began testing at St. Lambert, Quebec, on February 28, 1980. Locomotive 38 was built at the Bombardier/MLW plant in Montreal, while cars 41-44 and 46 were built by Bombardier at Ste. Anne de la Pocatiere, Quebec. Anticipated for New England service, the LRC translates: Lightweight, Reliable, Comfortable.

KODACHROME: ED LEWIS

LAMOILLE VALLEY RS3 7804 has emerged from the road's Morrisville, Vt., shops with a new chopped nose and a revised green-roofed paint job. It is shown in Morrisville in March. See page 22 for more LVRC diesel news.

KODACHROME: KEVIN HOLLAND

THE ONTARIO NORTHLAND has adapted two FP7's to power two of its four TEE *Northlander* trainsets. The two remaining European locomotives will be replaced by FP7's shortly. The FP7's have HEP and modified rears.

TTI STANDS FOR "Transkentucky Transportation Railroad Co. Inc.", the new operator of the former L&N line between Paris and Maysville, Ky. Power will be three ex-MP EMD-re-engined GP12's (RS3m's) from GE.

KODACHROME: GARLAND McKEE

NEW ALCOS are arriving for the Green Bay & Western from the GE rebuild shop in Hornell, N.Y. Arriving in January was GB&W C420 323, former L&HR 27, with four C424's to follow. For more data, see page 22.

KODACHROME: M. HOFF

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From the Publisher's desk: Vintage railroad books

The development of the steam locomotive during the middle and late Nineteenth Century brought with it a new technology and the need to teach this new technology to railroad officials, maintenance personnel and operators. Many books covering locomotive design, development, operation and maintenance resulted, and even today they make fascinating reading for railfans. For the collector, most of these books are still sleepers and don't command high prices.

These books turn up frequently in old collections bought up by used book dealers. Barnes & Noble in New York City has often had such titles. Browze through any of the used-book shops in your area. They are plentiful. Also check railroad book dealers such as Owen Davies and the Colorado Railroad Museum. Railroad book dealers frequently have ads in the classified section of this magazine, as do individuals disposing of their collections. Do expect to pay more from a railroad specialist shop than you would from an antique dealer or used book store that does not specialize. A few of the locomotive titles to watch for include:

The Locomotive Catechism, by Robert Grimshaw, published by Norman W. Henley & Co., New York, 1902, was the 22nd edition of this work, enlarged, with 432 pages plus book ads, 222 engravings and twelve folding plates. The text in this book is in question-and-answer form. The third question is worthy of note: What name might be applied to the engines usually employed on locomotives? The answer: Twin horizontal double-acting high-pressure non-compound, non-condensing link motion slide-valve engines. Maybe it's well that the diesel locomotive had not yet then been invented.

Kirkman's Science of Railways, by M. M. Kirkman, Croply Phillips Company, 1915, is another revised edition and is two books in one. Book One covers the locomotive and engine failures and breakdowns, while Book Two deals with the motive power department. Marshall Kirkman gives a highly readable account of the workings of the steam locomotives, as well as information on the various types of service they were made to perform. Since the book is somewhat later than the others, it is also slightly more current in its thinking. The back of the book is filled with typical forms for the period.

The ICS Reference Library included a series of books on various railroad subjects and began publication in 1897. Individual volumes turn up frequently and were part of a home teaching program by the International Correspondence Schools of Scranton, Pennsylvania. These go into mathematics and theory, and are, again, well illustrated.

My copy of *The Locomotive Catechism* lacks its cover and title page and, as with the ICS books, is more technical and goes into theory. This book dates into the 1880's and features a superb series of locomotive drawings done in an era before development of the halftone plate which made possible the reproduction of photographs.

The books I've described here are all original editions which I've picked up for my library over the years. At least one of these books, the 27th Edition of *The Locomotive Catechism* has been reprinted recently by Locomotive Reprints (P.O. Box 3443, Anaheim, CA 92803, $24.00).

There were hundreds of other books on railroads, and we'll go into some of these works in a future issue.

RAILFAN & RAILROAD

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cover

Ironies of the energy crisis are being reflected in railroading. The Crab Orchard & Egyptian Railroad in Marion, Illinois, can justify the operation of their big 2-8-0 on the basis of economics alone, while the South Shore Line is finding its electric freight locomotives obsolete because of the limitations of the overhead catenary system. CO&E 17 was working in Marion in October 1979; Kodachrome by Chris D'Amato. South Shore 802 was working the Georgia Pacific lead in Gary, Indiana, on June 17, 1979; Kodachrome by Don Kaplan.

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Fanmail

Close the doors

I was interested in Jim Boyd's suggestions in CAMERA BAG (March 1980 R&R, page 56) to improve the photography of two CV Geeps at New London, Connecticut. Mr. Boyd illustrated his suggestions in four photos, each showing an improvement. I would like to suggest the addition of one more shot which, in my opinion, would make further improvement: Photo 5, close the hood door on the 4559 and the dab doors on both units.

Open hood and cab doors are distracting and objectionable. I believe they should be closed if it can be done safely *without* climbing on the units. I will usually try to find a stock or other object that can be used to close the doors from the ground. That tactic usually works, with a better photo the result.

JOE McMILLAN
Woodridge, Ill.

I agree in principle and affirm Joe's warning not to climb on the units to close the doors. In this instance, however, note in Photo 4 the workman walking toward the unit about to resume his work in that open hood door. There are times to live with open doors—J.B.

Heritage of the 2-6-2

It was nice to see the article "Coal Smoke!" in the March 1980 issue about 2-6-2 No. 18. There was one major error about her origin, though. She was originally built for the Bagdad Land & Lumber Company at Bagdad, Florida, for log train service between the mill at Bagdad and the log camps around Munson. She performed this service from the date of her delivery to when the mill closed down in 1939. During her time at Bagdad she was lettered for the BL&L Co. and was operated as No. 18. She was the second engine in an order for three placed with Baldwin in 1920. There are still several men here at Bagdad who both ran and fired her.

Another word of interest. Former Seaboard Coast Line GE U30B Bicentennial 1776 came through Pensacola on January 20, 1980, repainted in the current Family Lines color scheme with no evidence left to suggest she was the first of over 200 nationwide Bicentennials.

L.S. PANZIK
Engineer, L&N
Bagdad, Fla.

Not a branch

I was glad to see "Coal Smoke!" and find out where Fred Steck's ex-F&A 2-6-2 went. But the White Sulphur Springs & Yellowstone Park a "former Milwaukee Road branch"? Not that I know of. It was one of the famous John Ringling short lines and originally "planned" to go from Great Falls to Yellowstone Park.

CORNELIUS W. HAUCK
Cincinnati, Ohio

Definitely not dim

In reference to the comments of G.L. Gorss in the March 1980 FANMAIL, Reading 2101/AFT 1 is not living a "dusty life in a dim museum". The No. 1 rests with other steam and diesel engines and passenger cars outside the B&O Museum in a protected, fenced area which is part of the parking lot. This area is open free to the public to inspect and photograph whenever the museum is open. The interior of the museum—the magnificent old Mt. Clare roundhouse—which houses the older engines and equipment, has recently been renovated by the Chessie System and has to be the cleanest, brightest and most lovingly cared for museum in the country.

RICHARD DANIELS
Ellicott City, Md.

Mr. Kaseman's magazine

In connection with Bob Mohowski's March 1980 review of *Story of the Susquehanna & New York* by Edward L. Kaseman, I think you might like to be reminded that Mr. Kaseman published a magazine called *Railroad Hobbyist*, circa 1939, and intended publishing *The Switchkey* magazine in 1940.

His subscription list was picked up by *Trains*, and his subscribers became charter subscribers to *Trains*. Linwood W. Moody, the prospective editor, started his *Moody's Magazine* March 1941, and it lasted for at least three isssues to mid-August 1941.

Also, regarding Ron Nixon's "Mr. Nixon's mysterious films", back in the summer of 1938 I attempted to take photos of the commuter engines from the end platform at Erie's Jersey City Terminal, was grabbed by a railroad "bull", taken to the resident Chief Clerk and "asked" to remove the film from my camera and then to get lost. It was a 3¢

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ferry ride. I never had any use for the Erie after that; pity the poor Lackawanna to join up with that bunch.

In contrast, I spent many hours in the CNJ Communipaw engine terminal in Jersey City wandering around and photographing at will. I received only the kindest treatment from the CNJ men. So enamored of the CNJ was I that I spent six months trying to get a job there. Lucky me, I joined Bethlehem Steel, and it still gives me pangs to look out of my office window to see the bare, trackless space extending from the CNJ Ferry Terminal to the N.J. Turnpike Extension, site of the doulbe roundhouse.

WILLIAM F. FENNELLY
Yonkers, N.Y.

Mr. Banton and Mr. Payne

My husband and I immensely enjoyed your article "Royal Hudson South" in the March issue. Since my husband Felix was the engineer that day and this being his first "write up", we were disappointed that the names under the pictures were mismatched. The pictures atop page 42 identify "engineer Banton", but are in reality road foreman Bill Payne. Felix Banton is the one "with neatly cropped full beard" at the bottom of page 43.

We'll forgive you this minor mistake, for it is a very interesting article, very thorough and so very true. My husband had the occasion to run another one of the steam specials last summer, this one to Strasburg, Virginia. Our granddaughter and I were passengers, and what a delightful time we had.

I might add that after the summer steam specials were over, road foreman Bill Payne stepped down as road foreman and took his old job back as engineer. Thanks again for the beautiful article.

MRS. F.L. BANTON
Mechanicsville, Md.

I checked my notes from the cab ride to see how I could have made such a mistake, and all I can conclude is that during the initial confusion when I was getting all the names and correct spellings from Bill Purdie I got the wrong impression as to which "body" was the engineer and which was the road foreman. In every instance in the text when I mention "engineer Banton", I was referring to the man in the baseball cap (Bill Payne), and whenever I mention "road foreman Payne" I was referring to the man with the beard (Felix Banton). If you've ever ridden a steam locomotive cab on the road you can understand how such a mistake can be made, as there is little "conversation" as such. My apologies to all concerned—J.B.

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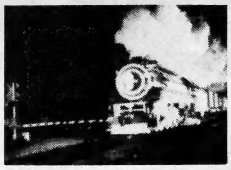

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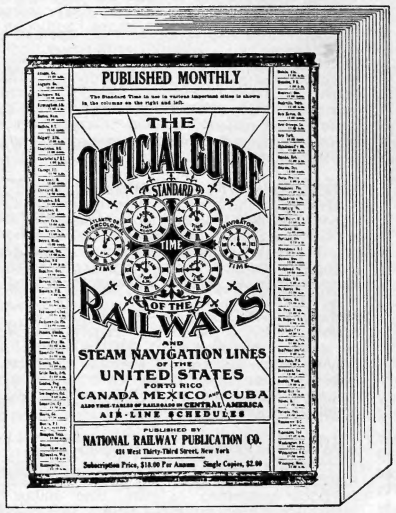

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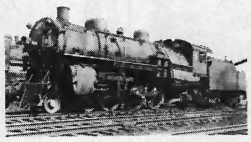

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Timetable

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RAILFAN EVENTS

MIDWEST, summer 1980. A number of excursions are in the planning stage using the Fort Wayne Railroad Historical Society's NKP 2-8-4 765. For notice of passenger excursions contact: Golden Arrow, Box 6843, Chicago, IL 60680.

SOUTHERN RAILWAY, 1980 Steam Excursion Schedule. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See list at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Engine 2839 is former-CPR Royal Hudson 4-6-4, 4501 is SR 2-8-2, 610 is ex-T&P 2-10-4, and 722 is SR 2-8-0. In case of mechanical or scheduling difficulties, locomotives may be changed or schedules altered, so check with the sponsoring organization prior to each trip.

May 31, June 1, 2839 Knoxville to Oneida, Tenn., and return each day (OSN); **June 7,8,** 2839 Louisville, Ky., to Huntingburg, Ind., and return each day (KRM); **June 14,15,** 2839 Huntingburg to Centralia, Ill., and return each day (MCH); **June 21,** 2839 Lexington to Danville, Ky., two round trips(BRM); **June 22,** 2839 Lexington to Oneida, Tenn., and return (BRM).

July 5, 2839 Greensboro, N.C., to Lynchburg, Va., and return (GCN); **July 6,** 2839 Greensboro to Alexandria, Va., one way (GCN); **July 12,13,19,20,** 2839 Alexandria to Charlottesville and return each day (WAC).

August 9,10, 722 Richmond to Keysville, Va., and return each day (ODC).

The sponsoring organizations are: (TVRM) Tennessee Valley Railroad Museum, P.O. Box 5263, Chattanooga, TN 37406; (ACN) Atlanta Chapter NRHS, P.Q. Box 13132, Atlanta, GA 30324; (NARC) North Alabama Railroad Club, P.O. Box 4163, Huntsville, AL 35802; (SJI) Sentimental Journey Inc., P.O. Box 17672, Memphis, TN 38117; (HDC) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (OSN) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, TN 37901; (KRM) Kentucky Railroad Museum, P.O. Box 295, Louisville, KY 40201; (MCH) Mayor's Committee of Huntingburg, P.O. Box 10, Huntingburg, IN 47542; (BRM) Bluegrass R.R. Museum, P.O. Box 1711, Lexington, KY 40501; (GCN) Greensboro Chapter NRHS, P.O. Box 4038, Greensboro, NC 27406; (WAC) Washington Area Chapters NRHS, P.O. Box 456, Laurel, MD 20810; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226.

METRO PARK (ISELIN), NEW JERSEY, June 7. Amtrak trip to the Valley Railroad in Essex, Conn., with passenger stops at Newark, N.J., and Penn Station, New York. Reserved seats, bus transfer between Old Saybrook and Essex. Ride behind steam on the Valley R.R. plus one-hour boat ride on Connecticut River. Tickets: Metro Park $37 adults, $22 children under 12; Newark and New York, $34 adults and $20 children. Master Charge and VISA accepted. Send SSAE for flyer to: Jersey Central Railway Historical Society Trip, P.O. Box 700, Clark, NJ 07066.

SOUTH CARVER, MASSACHUSETTS, June 21-22. Edaville Railroad Railfans's Weekend with steam on the 2-foot gauge. Events include doubleheaders, mixed and freight trains, diesel freight, Model T inspection car rides, photo

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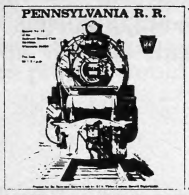

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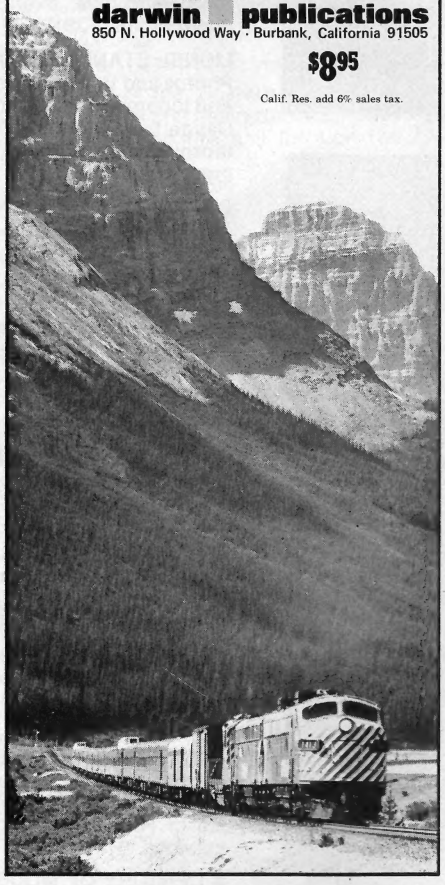

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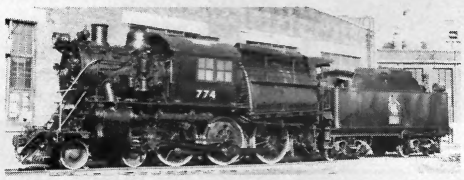

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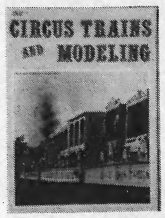

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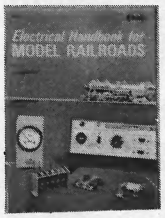

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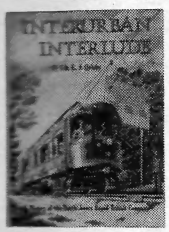

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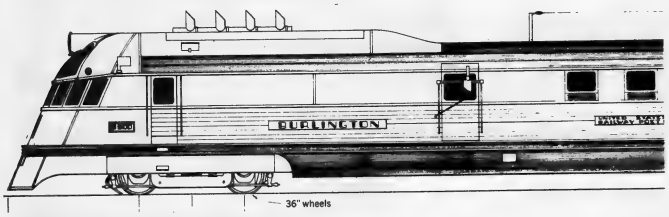

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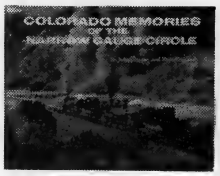

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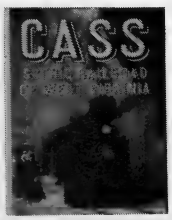

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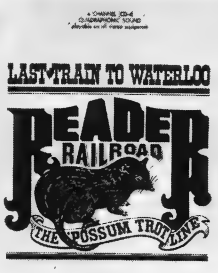

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CHINA, departing October 11. Philadelphia Chapter NRHS third international tour goes to China on a tour designed with the railfan in mind. Tour will include Canton, Peking and several other cities and will visit the world's last steam locomotive factory. Price, including all hotels and all meals in China and air fare from and return to the West Coast anticipated to be under $3000. Write for details to: Philadelphia NRHS China Railfan Tour, c/o Glen Roc Travel, 194 Scotch Road, Trenton, NJ 08628.

SOUTH AFRICA, October 4-25. Riding and chasing main line, narrow gauge and industrial steam: De Aar, Kimberly, Bloemfontein-Bethlehem, Mafeking-Warrenton, George-Knysa, Apple Valley Express, Donnybrook line and Rhodesia if possible. Diesel across Montagu, Lootsberg and Hex River passes. Includes bed and breakfast, first class rail, road travel. $1895 from London. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography, Strafford, England.

RAILROADIANA MEETS

OMAHA, NEBRASKA, June 8. Annual Nebraska-Iowa Railroaders' Omaha Tinplate and Model Train Meet at the Airport Ramada Inn, 9:00 a.m. to 2:00 p.m. *Union Pacific Omaha Shop Tour*, free admission on June 7. For full information send SSAE to: Bill Cadwalader, 6778 Pinkney St., Omaha, NE 68104; 402/558-9310.

ST. CHARLES, ILLINOIS, June 22. Fourth Annual Midwest Railroadiana Collectors Association Show & Sale at the Kane County Fairgrounds just west of St. Charles on Randall Road between Rts. 38 and 64. 10:00 a.m. to 5:00 p.m. Admission $1.00, children under 12 with adult free. One of the nation's largest shows with thousands of railroad collectables for sale and trade. Tables $10.00 each; over 200 tables available. Send large SSAE to: John Carpenter, P.O. Box 401, Sheridan, IL 60551.

DENVER, COLORADO, July 12-13. "Mile High Railfair" with nearly 90 exhibitors including railroads, hobby shops, railroadiana dealers, collectors, authors, publishers, artists and modelers. Special railroad show featuring the Smithsonian Institution's exhibit "Terminal, Station and Depot". Grand Door Prize for show will be tickets for *Rio Grande Zephyr* to Glenwood Springs. For additional information send large SSAE with 30¢ postage to: NRHS, P.O. Box 5181 Terminal Annex, Dept. RF, Denver, CO 80217.

CANANDAIGUA, NEW YORK, July 20. Train Show, Sale and Swap Meet at the Canandaigua Armory on Charlotte Street from 11:00 a.m. to 4:00 p.m. hosted by the Toy Train Collectors Society. Contact: Douglas Ridley, 4859 Emerson Rd., Canandaigua, NY 14424, 716/394-5238.

CINCINNATI, OHIO, July 25-27 (snowed out March 1-2). Beachmont Railroad, Coin and Stamp Fair featuring railroadiana, model exhibits and a sell & swap. Local railfan clubs participating include NRHS, Cincinnati R.R. Club, Railway Exposition Company and the NMRA. Beachmont Shopping Mall at 7500 Beachmont Avenue just off I-275. Noon to 9:00 p.m. Friday, 10:00 a.m. to 9:00 p.m. Saturday and noon to 5:00 p.m. Sunday. Admission free. The post office will have a special railroad cancellation available. For further information contact: David Pritchard, 927 S. Ft. Thomas Ave., Ft. Thomas, KY 41075; 606/781-0412.

ST. LOUIS, MISSOURI, August 7-9. Annual Convention of National Association of Timetable Collectors at Rodeway Inn Downtown, 2600 Market St. Activities include buy/sell/trade paper and railroadiana, trading sessions, business meeting, andquet and auction. SSAE for complete info: Norbert Shacklette, Rte. 2 Box 42, Villa Ridge, MO 63089.

AUSTINTOWN, OHIO, August 10. Fourth Annual Railroadiana Show & Sale with over 100 tables of railroad items for sale at Austintown Fitch High School (Austintown is near Youngstown). For info send SSAE to: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213, 703/536-2954.

CONTINUING OPERATIONS

CHAMA, N.M. AND ANTONITO, COL., 1980 season. The Cumbres & Toltec Scenic Railroad has made a substantial revision in schedules. Rather than operating one train over the entire run between Chama and Antonito and returning the passengers to point of origin by bus, in 1980 they will be running a train from each end of the railroad to Osier and return each day. The "Colorado Limited" will depart Antonito at 10:00 a.m., at the same time as the "New Mexico Express" leaves Chama. The two trains will meet and exchange locomotives at Osier, and the passengers will return to the stations from which they departed. Round trip on either train is $25 for adults and $9 for children. Anyone desiring to change trains at Osier to ride the full line between Chama and Antonito must buy a through-trip one-way fare of $45 for adults and $16 for children. Through fare passengers must provide their own return transportation to point of origin or overnight accommodations. For details contact: Cumbres & Toltec Scenic Railroad, P.O. Box 789, Chama, NM 87520; 505/756-2151.

NORTH CONWAY, NEW HAMPSHIRE, 1980 Season. Conway Scenic Railroad offers 11-mile ride from large 1874 depot housing restored ticket office and museum. Motive power is 0-6-0 No. 47, 2-6-2 No. 108, or 44-ton diesel No. 15 pulling a train of open and closed cars. Roundhouse and turntable in daily use. May 3 to June 8 weekends only plus Memorial Day, daily June 14 to October 26. One hour ride departs at 11:00 a.m., 1:00 p.m., 2:30 p.m. and 4:00 p.m., plus Wed. and Sat. "Sunset Special" at 7:00 p.m. July and August. The village of North Conway in beautiful Mount

Rails in the Canadian Rockies

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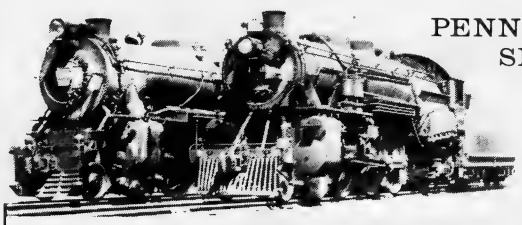

Remember the BOARDWALK FLYERS?
Riding the train to the seashore became part of many peoples lives in summers past. Relive these fond memories as Pennsy K-4's and Reading G-3's race to Atlantic City followed by dozens of Tuscan coaches. Fred Kramer weaves the story of how the once arch rival Pennsy and Reading competed for the lucrative shore traffic, and how in 1933 the two made peace to form the PRSL. However, the PRSL faced dwindling patrons over the years until absorption into Conrail when it was almost entirely freight oriented.
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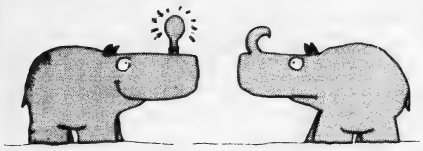
HURRAY! HURRAY! IT'S THE FIRST OF MAY – OUTDOOR RAILFANNING STARTS TODAY!!!

A few years ago, we realized that the railroads no longer used a message hoop to hand up train orders. We noticed that the railroads had taken the time to letter "RADIO EQUIPPED" on their engines and cabooses. After a little investigation, Ralphie The Rhino got an idea!



For over five years now, we've been aware of the extensive radio communications network that the railroads use. The engineer is always talking to the caboose or the dispatcher. We've heard some interesting conversations. Some were about us railfans. We've heard the crews talking about hot boxes that railfans had spotted. If you take a trip on UP's #8444, the head man will talk to the railfans over their scanners about which side to alight or where the run-bys will be! We've been at wrecks and had better reception and communication than the railroad police. Yes a Rhino's Railroad Scanner is a necessary addition for the railfan — just as necessary as a camera. If you don't see them, you can't photograph them! Even if you don't go out and stand along the tracks, at least you'll know about an occurrence on the railroad. We have really honed our skills to a fine edge. We *play* the radio, we never have to *play with* the radio!

We have PROvided "OUR" scanner radios to—

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MODEL RAILROADER/Gordon Odegard
RAIL CLASSICS/Denis Dunning

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THE RHINO'S RAILROAD RADIOS
are vastly different from the usual scanners you may see in other ads and stores. "OUR" railroad scanners are FINE TUNED [realigned] for best reception on the railroad band. This alone will increase the range more than any fancy antenna. "OUR" railroad scanners are more sensitive than any others on the market! Railroads are on the 160-162MHZ band so we realign "OUR" scanners for the railroads. We bought a special machine called a FREQUENCY COUNTER just to realign "OUR" railroad scanners. FIRE & POLICE have very strong transmitters, so you will always hear them very clearly.

Since we have been selling railroad scanners for longer than anyone else, we have acquired a fantastic fund of data about their use. We are now selling to the railroads themselves because they appreciate our service, advice and experience.

There are 98 railroad frequencies in use on the North American continent. We have all 98 frequency crystals IN STOCK at all times.

PRO CUSTOM HOBBIES sells more railroad frequency crystals than anyone else in the country!! "OUR" crystals are made to a very close tolerance. We make sure that we keep sufficient quantities IN STOCK to completely fill every order the same day we receive it!

OUR PRE-TESTED CRYSTALS ARE $5.95 EACH
We perform a unique service for the railfan: For a nominal charge of $2.00 we will hand prepare a list of the most active railroad frequencies in your area. We credit this $2.00 when you buy a railroad radio from us. This is an invaluable service if you already have a scanner. "OUR" information is based on many years of correspondence with other railfans and with the railroads themselves. We also have the main FCC listing for cross references. We hand prepare your list of TRAIN FREQS within 48 hours of receipt of your request !

DEAL IN CONFIDENCE
We also stock the other items needed to complete your railroad monitoring system. We think "OUR" antennas are the best values around! We offer one of the heaviest cigarette lighter adaptors available, *and* it is fused! "OUR" scanner system may be moved from house to car in minutes . . .

PRICES:
We think "OUR" radios are priced very competitively. We checked the competition and found that RADIO SHACK sells their 4-channel VHF pocket scanner for $129.95 with no crystals. Their 10-channel is $169.95 without crystals. We can offer "OUR" pocket scanner with a rubber antenna and realigning for $129.95. We offer "OUR" 10 Channel VHF/UHF scanner with 10 crystals for $179.95 and we *realign* it too! The service of realigning is offered by some others for $24.95 postpaid. You can see a definite price advantage of at least $25 and the 10 channel saves you $84 by dealing with us. At $5.95 each, "OUR" crystals are tested in Baltimore before they're shipped to you. They're exchangeable if you aren't pleased. We also offer other services: With proof of purchase and a SSAE we send you a listing for your vacation area! You may already have the crystals. We have rentals available for overseas visitors. Please inquire.

After you investigate the "discount scanners" and other advertisements, we think you will agree that "OUR" scanners are the nicest deal available.

SERVICE & GUARANTEES
Because you don't like to wait for items you've ordered through the mail, we try to process every order the day we receive it. "OUR" HAND PREPARED frequency list generally goes out the next day via 1st Class Mail. If you call us and place an order using a credit card, we ship the very next day! We install crystals and pre-test each radio so there is no disappointment when you plug'er in. We're so sure of "OUR" quality that we offer a money back or immediate exchange policy during the first 2 weeks! Beyond "OUR" initial guarantee time, the factory service is super. We are now trading in older radios and having them reconditioned by the factory in about 2 weeks!

TRADE IN YOUR OLD RADIO!
We will allow you up to $50.00 trade-in toward a new, modern scanner. Ask for full information.

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For our overseas visitors, we have a few nice rental radios! Or if you want to try out a scanner before buying one, we can help. A SSAE will bring full details . . . DEAL IN CONFIDENCE! We have been selling radios and accessories for over 5 years.

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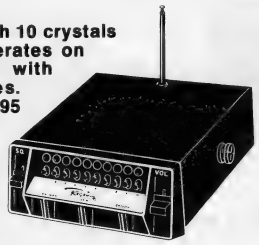
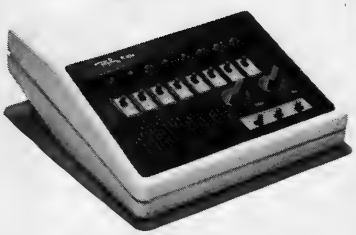


REGENCY M 100, the smallest 10 channel PROgrammable scanner. Operates on 12VDC or 110 VAC. Comes with all brackets and wires. The Rhino's Heavenly Deal $259.95



Regency R 804 with 8 crystals of your choice. Operates on 12VDC or 110 VAC with all brackets & wires. VHF/UHF $159.95

FANON 4 Channel Pocket Scanner with rubber antenna for VHF operation $129.95

FANON 4 Channel Pocket scanner with rubber antennas, Ni-Cad batteries, charger/110V adaptor, 4 crystals, earphone, rigid antenna, for VHF operation $189.95

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Washington Valley offers many fine dining, lodging, camping, shopping and recreational establishments. Contact: Conway Scenic Railroad Inc., P.O. Box 947, North Conway, NH 03860; 603/356-5251.

GLENCOE, MISSOURI, 1980 Season. Wabash Frisco & Pacific Railway operates 12-inch gauge steam trains alongside the scenic Meramec River, 25 miles west of St. Louis, on Sundays, May through October. 4-4-2 300 hauls six-car trains on a one-mile round trip over former Missouri Pacific right-of-way. 4-6-2 400, replica of a CPR Pacific, should be back in service by late July 1980. This railway is authentically operated and is not an amusement park. Even though we are a miniature-sized train we use standard gauge switch stands, and this operation as an organization dates back to 1939. Volunteer memberships are available for a $10 tax deductible donation. For information and a free photo brochure send SSAE to: Wabash Frisco & Pacific, 1569 Ville Angela Lane, Hazelwood, MO 63042.

OLD COLONY & NEWPORT RAILWAY operates year 'round between Newport and Portsmouth, Rhode Island. The sixteen-mile round trip along scenic Narragansett Bay includes a one-hour stopover at the famous "Green Animals" Topiary Garden. For scheduling information call 401/846-0272 or write Box 343, Newport, RI 02840.

ORBISONIA, PENNSYLVANIA, 1980 Season starts June 7-8. East Broad Top steam trains, Railways to Yesterday trolley cars on the Shade Gap Electric Railway. Authentic narrow gauge trains operating on century-old roadbed in the picturesque Aughwick Valley of South Central Pennsylvania. Three-foot gauge Baldwin Mikes on display in roundhouse. Traction equipment on display and operated over mile-long electrified branch. For details and membership prospectus in volunteer museum group write Sherm Shook, 160 Andover, Wilkes-Barre, PA 18702. Trains and trolleys run weekends through October; trains run daily in July and August; north of Exit 13 or 14 of the Penna. Turnpike.

FRENCH LICK, INDIANA, 1980 season. The French Lick, West Baden & Southern Ry. makes two-hour, 18-mile round trips between French Lick and Cuzco, Indiana, with ex-Mobile & Gulf 2-6-0 No. 97 on Saturdays, Sundays and holidays from April 19 through November 30. Trains depart French Lick at 10:00, 1:00, and 4:00 EST. Timetable and membership information available from the Indiana Railway Museum, PO Box 150, French Lick, IN 47432.

BELLOWS FALLS, VERMONT, 1980 Season. Steamtown U.S.A. will be operating full schedule of steam trains on weekends from Memorial Day to end of June and daily July through Labor Day. Motive power will be ex-CPR G5 4-6-2's. For full schedule and fare information contact: Steamtown U.S.A., P.O. Box 71, Bellows Falls, VT 05101; 802/463-3937.

NORTH VANCOUVER, BRITISH COLUMBIA, 1980 Season. Royal Hudson 4-6-4 2860 will run North Vancouver to Squamish and return over spectacular British Columbia Railway skirting Howe Sound. It will run Wednesday through Sunday, May 16-June 29; and then daily except Tuesday, July 1-September 14; plus Canadian legal holidays. Depart N. Vancouver 10:00 a.m., layover 1 hour 40 minutes and Squamish and return N. Vancouver 3:45 p.m. Adult round trip fare is $7.50, senior citizens over 65 and students $5.00, children 2-11 $4.00. Group rates available. Contact: British Columbia Rail, 1311 West First Street, N. Vancouver, B.C., or phone 604/987-5211.

NELSONVILLE, OHIO, 1980 Season. Hocking Valley Scenic Railway operates passenger trains behind ex-LS&I 2-8-0 No. 33 weekends and holidays from May 24 through November 2. Departures: noon, 2:00, 4:00 p.m. to Carbon Hill and back. ***Special Trains Weekend*** September 13-14 with freight and mixed consists. Volunteer memberships available for $10.00. Contact: Hocking Valley Scenic Railway, 2366 Shrewsbury Rd., Columbus, OH 43221.

ESSEX, CONNECTICUT, 1980 Season. Valley Railroad operates steam train and riverboat Tues., Weds., Thurs., Sat. and Sunday, mid-May to mid-June, and Sept. 2 to Oct. 26. Seven days a week mid-June through Labor Day. For timetable and fare information write Valley Railroad, P.O. Box 452, Essex, CT 06426, or call 203/767-0103.

RINGOES, NEW JERSEY, 1980 Season. Black River & Western R.R. operates steam trains with ex-GW 2-8-0 between Flemington and Ringoes on weekends and holidays mid-April through November and daily in July and August. Authentic PRR Brill gas-electric 4666 operates Ringoes to Lambertville Sundays only July through October and is available for charter over entire line Three Bridges-Lambertville on Saturdays. For full fares and details, contact: Black River & Western R.R., P.O. Box 83, Ringoes, NJ 08551; 201/782-6622.

CONNERSVILLE, INDIANA, 1980 season. The Whitewater Valley Railroad will begin its seventh season on May 3 and run every Saturday through November 2. "Early Bird" caboose train departs Connersville at 9:30 a.m. EST for Metamora. Regular coach train departs Connersville at 12:01 p.m. Early Bird consist of B&O cabooses usually powered by ex-EBT 0-6-0 No. 6, while coach train normally assigned 2-6-2 No. 100. Reserve locomotive is historic Lima-Hamilton diesel No. 25. During afternoon the caboose train works four-mile shuttles out of Metamora. Passengers may return on either train, with coach train arriving back at Connersville at 5:00 p.m. and caboose train approx. 6:30. Adult fares range from $6.75 for full round trip to $2.50 for Metamora caboose shuttle. For full details contact: Whitewater Valley Railroad, P.O. Box 406, Connersville, IN 47331, 317/825-2054.

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NGP II NARROW GAUGE IN PORTUGAL - Part II
A summary of the Tua and Tamega Lines in 1979 as the feisty little 0-4-4-0 and 2-4-6-0 Articulateds tip toe across the spiderweb trestles and squirm thru the canyon bottoms. Closes with a pass descending the Sabor Line to Pocinho. No music. 140 ft. silent $26.60 sync sound $34.95

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SPR STEAM IN PUERTO RICO More than any man, George J. Wirshing, the owner of the Historical RR of Puerto Rico, was responsible for the preservation of steam on that island. This is his personal record of steam as it really was on the Meter gauge sugar lines in the mid-fifties: the Fajardo, the F.C del Este, the American RR and the Eastern Sugar Associates, the majority of the shots on the latter. Includes a 2-8-2 Porter and a beautiful outside frame 34 ton Baldwin, dozens of Alco and Baldwin 2-6-0s and 2-8-0s, including a 100 ton 2-8-0, the largest in Puerto Rico. 182 ft. silent only $33.95

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Railroadiana

Product News

The latest book from *Carstens Publications,* the 100-page *Susquehanna,* is now in stock ($12.00 from P.O. Box 700, Newton, NJ 07860), and we think it's a real winner. It gives the first comprehensive look at this picturesque carrier from steam to diesels. The next two books in the works from us are *Chicago Great Western, Iowa in the Merger Decade,* by Philip R. Hastings, a pictorial of CGW diesel action due out June 30 (softcover, 80 pages and color cover, $9.95); and *East Broad Top to the Mines and Back,* by Ross Grenard and Fred Kramer, featuring vintage steam action photography of the Pennsylvania narrow gauge favorite by John Krause, Phil Ronfor, Phil Hastings and others, with anticipated publication date of August 1980 (softcover, 80 pages and color cover with an expected price of $9.95). We're quite pleased with the reception our books have received, and we've got quite a number lined up for future production.

The White Pass & Yukon Route, A Pictorial History, by Stan Cohen, is a new 112-page 8½" x 11" softcover publication by *Pictorial Histories Publishing Co.,* 713 So. 3rd W., Missoula, MT 59801. Selling for $7.95, this book is heavy on well-reproduced photos with brief but interesting text. It's an attractive job and seems to be a good value for the price.

Rails to the Minarets, by Hank Johnson, is the story of the Sugar Pine Lumber Company in a very nicely done 128-page hardcover book by *Trans-Anglo Books,* P.O. Box 38, Corona del Mar, CA 92625. Lots of photos, neatly laid out and very well reproduced, are complimented by well researched text. In addition to Sugar Pine's famous 2-8-2 tank engines and conventional Mikes and Shays, this book shows a lot of in-the-woods logging hardware and techniques. Price is $15.00.

A Baggage Car with Lace Curtains, by Kay Fisher, is a nostalgic look at living on the road in an outfit car was the wife of a Southern Pacific signalman in steam days. This 7" x 9" 170-page softcover contains photos and 17 artwork sketches drawn for the book by Bob Church. A different look at some real mountain railroading. Published by *B&K Fisher,* P.O. Box 714, Colfax, CA 95713, it sells for $7.95 postpaid ($8.43 in Cal. including tax).

Rails in the Canadian Rockies is a new hardcover 372-page pictorial history of railroading in the Canadian Rockies by Adolph Hungry Wolf featuring the works of many well-known photographers. Historical scenes and rail action from steam through diesel. $35.00 postpaid from *Good Medicine Books,* Box 844, Invermere, British Columbia, Canada, V0A 1K0.

Not a Station But a Place is the title of a book of artistic renderings, photos and com-

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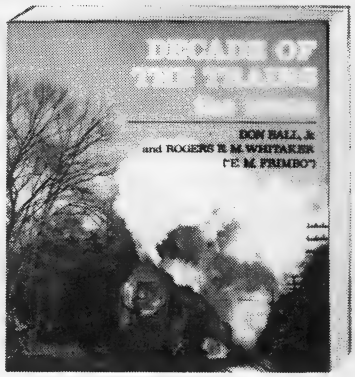

This advice from *The New York Times* is even more appropriate now that this acclaimed pictorial history is available in a handsome, oversize paperback edition at half the price of the original hardcover. Uncut, with the same generous format and quality printing, it dramatizes the railroads' heroic contribution to the war effort, the steam-diesel battle, and the transformations of the post-war years.

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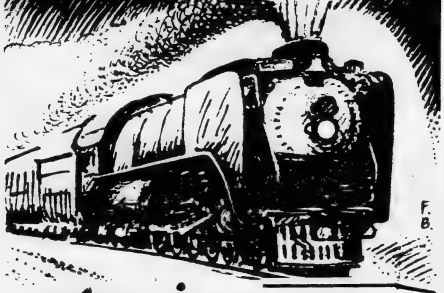

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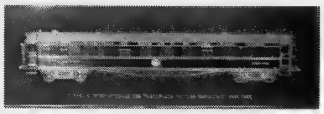
mentary on the elegant Gare de Lyon railroad station in Paris. This 72-page softcover by Judith S. Clancy sells for $5.95 from *Synergistic Press,* 3965 Sacramento St., San Francisco, CA 94118. It is an entertaining and very stylish "coffee table book".



Thomas Cook Limited, Timetable Publishing Office, P.O. Box 36, Peterborough PE3 6SB, England, commissioned an injection-molded polystyrene 5½" x 16¼" wall plaque of Wagons-Lits dining car 2975 to commemorate the 50th Anniversary of the special relationship between Thomas Cook and Wagons-Lits. The dining car, built in Italy in 1927, was purchased by Thomas Cook and is now operating on the Neme Valley Railway in Peterborough. The wall plaque is strikingly handsome in blue, gray and gold on black with just a touch of red in the Cook logo. It is available via airmail for $10.50 or $12.00 Canadian.

CM Shops, Box 49, Newfoundland, NJ 07435, has been busy expanding their line of full color railroad herald ceramic coffee mugs. The newest releases are C&O, Maine Central, KCS, MKT, NYO&W and new image for both Ann Arbor and DT&I. Among their recent releases are SP, NP, RF&P, Seaboard, Frisco and Providence & Worcester. The full color heralds are permanently fired into the glazing of the mugs. The mugs are $4.95 each, with a 10% discount for three or more. Add 75¢ postage per order, and N.J. residents add 5% sales tax. VISA and MasterCard accepted on orders over $10.

Fairy Tale Railroad, by Henry A. Harter, is a 310-page hardcover history of the Mohawk & Malone R.R. which became the NYC line through the Adirondacks and is now partially utilized by the Adirondack Railway. It is an extensive history with locomotive rosters, maps and a variety of photo illustrations, primarily in the steam era. The price is $17.95 from North Country Books,

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Henry E. Bender, 6257 Solano Drive, San Jose, CA 95119, has available an "Addenda and Errata" sheet for his book *Uintah Railway* and will send it to anyone sending a business-size stamped self-addressed envelope. The *Uintah Railway* book itself, about one of Colorado's most unique narrow gauge lines, is available through our BOOK DEPOT (page 59) at $12.95.

Book reviews

Diesel Spotter's Guide Update, by Jerry A. Pinkepank and Louis A. Marre, published by Kalmbach Books, 1027 N. 7th St., Milwaukee, WI 53233. 162 8¼"x5½" pages, softcover; $7.95.

Since its inception in 1967 with the original *Diesel Spotter's Guide,* followed in 1973 by *The Second Diesel Spotter's Guide,* Jerry Pinkepank's handy little volumes have become *the* reference guide to North American diesel locomotives. While *The Second Diesel Spotter's Guide* duplicated all the material included in the original in addition to updating it and expanding the scope of coverage, the new *Diesel Spotter's Guide Update* is intended as a companion piece to, rather than a replacement for, *The Second Diesel Spotter's Guide.* (Let's stop right here and, for the sake of brevity, adopt the *Extra 2200 South* abbreviations for these books: DSG I, DSG II and DSGu.)

The DSGu follows the same size, type and page layout format as the previous two editions, but it is arranged by locomotive types rather than by builders. While this wouldn't have worked too well for the "master" reference (DSG II), it is quite handy for the suppliment since it permits handy comparison of similar power of the various builders and provides a good way of organizing the complexities of rebuilds, electrics and oddballs like slugs, mates, lightweights and turbos. One major addition to the coverage is "Electric Locomotives Presently in Use", covering everything you might find running under wires from the original GGl to Canadan SW1200MG's.

The time frame covered in the DSGu is 1965 to May 1979, making it as "now" a book as you'll find. Reflecting the trends of the past decade, the book's most expanded coverage is in the area of rebuilds, both in the contract and railroad shop realms. As one

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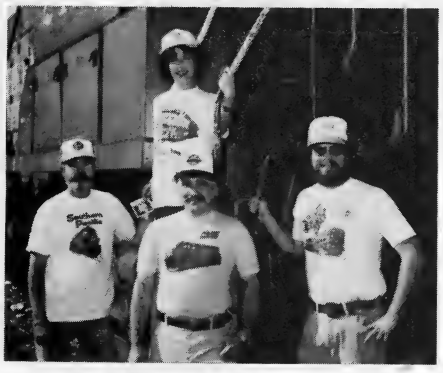

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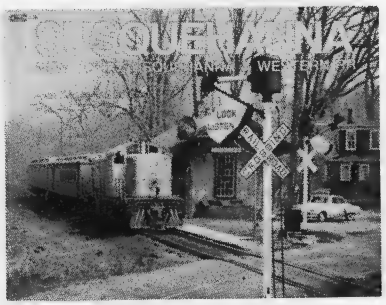

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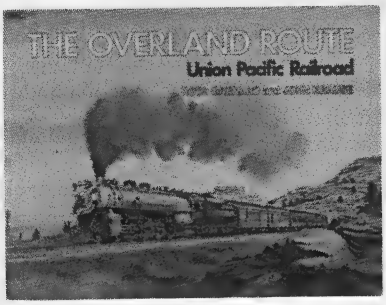

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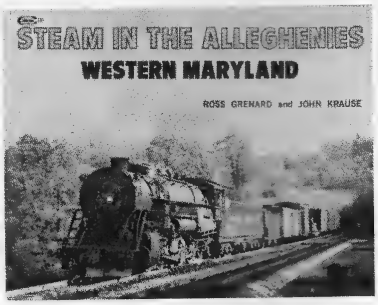

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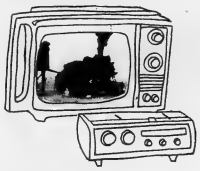
who spent most of last summer watching the ICG running through Fort Knox, Kentucky, I particularly appreciate the detailed coverage of the ICG Paducah Shop rebuilding program—trying to figure out whether to label a slide "GP8" or "GP10" can become a surprisingly complex matter. Also documented are programs of such roads as C&NW, AT&SF, SP, BN and Milwaukee, as well as such contract shops as Precision and Morrison-Knudsen. Passenger power is covered from special commuter units to Amtrak's fleet and oddities like fuel tenders, heater cars and push-pull power cab cars.

Of the 208 photos covering 128 different types of locomotives, I'd rate all good to excellent. The photos are all clear, selected with great care and supplimented with detail shots where necessary. The DSGu is a must for any railfan, newcomer or veteran—and just in case you don't DSG II, it is also still available ($10.95)—the DSGu without the DSG II is entertaining but about as useful as one Everly Brother—MIKE RUDINSKY.

Videotape reviews



4070—The Valley Line, 45-minute VHS color TV videocassette, and **Capitol Limited '79,** 60-minute VHS color TV videocassette, by Hopewell Productions, 345 Brandon Ave., Struthers, OH 44471. $49.95 each.

A whole new aspect of our hobby is opening up with the increased popularity of home videotape systems. While few fans will plunk down the bucks for a home video system strictly to watch train tapes, the TV recorders are getting into enough households to make commercial rail-oriented videotapes a saleable commodity. Rich Melvin of Hopewell Productions outlined many of the problems and rewards of tape work in the CAMERA BAG column of our May 1980 issue and also sent along some tapes for review. These were played back on Hal Carstens' RCA VHS recorder and RCA color TV set. The color image on the screen when running tapes was indistinguishable in quality to me from typical over-the-air reception.

The professionalism and hard work that Melvin discussed in the CAMERA BAG article are evident in his finished tapes. While both amateur and professional films run through a movie projector and shown on a wall screen can have great extremes in quality, we mentally "accept" whatever is being shown because we've been conditioned to viewing jumpy home movies, vintage 16mm silent footage with fading color or delightfully outdated steam-era publicity films under similar conditions. But television is television, and any night we have a selection of a half dozen channels of the finest productions with megabuck quality and super-professional polish. Home movies on TV tend to make us uncomfortable.

Hopewell's tapes are definitely not home movies. They exhibit the professional touch of a good TV documentary, and they will certainly set a high standard for the budding industry of rail videotapes. The editing is excellent, and Rich Melvin's narration is of network quality. There is a lot of narration, but it never gets in the way of the train sounds.

The 4070 tape begins in a rather low-key style with some scenes of work being done on the engine in the shop. Workers are interviewed, but the technique is not belabored. The story develops quickly and you are soon looking at the train being assembled, loaded and getting under way with lots of smoke, whistle and great stack talk. As one would expect of an operation out of Cleveland, the weather is overcast, but the electronic "exposure" characteristics of videotape really come through with detail in the shadows and generally good lighting in spite of the weather. They make good use of appropriate wide angle and telephoto lenses, and their camera work is professional caliber with a railfan's eye for angles and subject matter. Satisfying runbys and good pacing shots are abundant throughout.

The 4070 is followed on a typical run from Cleveland up the Cuyahoga River valley to Hale Farm and on to Akron. During the turning and servicing of the engine at Akron, we are taken aboard the cab and are given a real sense of participating with a working steam crew. The sun comes out on the return trip. (What do you expect? The pacing is now from the dark side shooting into the sun.) What would be extremely difficult shooting with film is relatively easy with tape and its extreme exposure lattitude; the shots from the dark side become dramatic without losing detail. Scenes of the boiler being blown down at speed at particularly interesting. The tape wraps up with the engine being put back into the roundhouse in Cleveland.

The *Capitol Limited '79* tape is a fascinating hour-long documentary on last year's NRHS national convention in Washington, D.C. It begins with the Southern 2-8-0 722 and green-and-gold FP7's doubleheading on the *"Skyline Limited"* to Strasburg and Front Royal, Virginia. One of the well-organized photo runbys is shown from beginning to end along with highlights of the run including some superb pacing action, runbys and moody twilight shots. The steam and EMD diesel sound combination is quite interesting, as well.

The scene next shifts to the *"West Virginia Limited"* with Western Maryland F7's on the B&O from Washington to Harpers Ferry and back. It begins with the special crossing Thomas Viaduct and is followed by a series of runbys on the B&O "Old Main". The contrasting sounds of the conventional air horns versus a set of new K5LA's adds some real life to the diesel action. There's a beautiful shot at Harpers Ferry and a departure narrated by the crackling B&O radio.

A "real electric train" highlights the third day of the convention with GGl 4935 at the spectacular Safe Harbor bridge and then pulling into Lancaster. The quiet presence of the GGl is elusive on film or tape, but the 4935 comes across surprisingly well. An interlude with steam on the Strasburg Rail Road fills out a day where a 55-m.p.h. Dodge van could only get about three runbys with an 80-m.p.h. GGl.

The *"Royal Hudson Limited"* wraps up the convention and the tape with some fine runbys and fast side-by-side pacing. There's some great drama as the turntable in Charlottesville shifts under the 2839 and she derails while on camera. Good camera work and "live" narration over the railroad radio make for a tense few minutes as the engine is carefully rerailed.

Railfan videotapes are not inexpensive, but these Hopewell "documentaries" should give you your money's worth—J.B.

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Railnews

LATEST FROM LA GRANGE The first of the GP50's left the EMD plant in late April for the Chicago & North Western. The C&NW is getting 50 of the 3500-h.p. units, road numbers 5050-5099, with deliveries from April through August. Additional GP50 orders for this year include 70 for the Southern in July through December; 30 for the Santa Fe in October; and ten each for Frisco and Missouri Pacific in November. In a most interesting development, the Denver & Rio Grande has reportedly expressed an interest in acquiring a dozen "tunnel motor" GP50T's, although there is no certainty such a unit can be engineered within weight requirements. The N&W has placed the first firm order for six SD50's along with 19 SD40-2's for delivery early next winter.

In other developments at EMD, studies have indicated that the maximum fuel efficiency in a given horsepower range is achieved with fewer cylinders and turbocharging versus more cylinders and Roots blowers. Thus, a "GP39X" with a turbocharged twelve-cylinder engine rated at 2650 h.p. is under development with six units slated for the Southern late in 1980. Carrying this idea one step further, one might not be surprised to see a fuel-efficient "GP15X" with a turbocharged eight-cylinder engine in the 1500-h.p. range.

Since January 1, 1980, all EMD turbocharged units have been and will be equipped with exhaust silencers similar to those already applied to Amtrak's SDP40F's and F40's. The spotting feature is the unpainted stainless steel hatch around the turbo stack. With sound tests indicating that a surprisingly high proportion of a locomotive's "noise" is created by its cooling fans, EMD has redesigned its fans with new blade and diffuser proportions to reduce their noise output. The new ones are termed "Q fans", for "quiet."

MANITOU & PIKE'S PEAK After 20 years of retirement, No. 4, the last operating steam cog engine on Colorado's Manitou & Pike's Peak Railway will be returning to service this summer. Operated in snowplow service in 1960, No. 4 last saw passenger service on September 7, 1958. It was donated to the Colorado Railroad Museum in Golden in October 1968. Retrieving their steamer No. 1 from display at the Cheyenne Mountain Zoo, the M&PP exchanged it for the more restorable No. 4 at Golden on November 14, 1979. The No. 4 returned to home rails on November 16 and was moved into the shops in January. John Oldberg, new M&PP general manager and formerly of the Cumbres & Toltec Scenic R.R., said that the old Vauclain compound rolled easily and made no distressing noises as her wheels turned for the first time in 20 years. John Taggart, the only remaining Cog Road employee with experience operating steam cog engines, was busy removing major parts for inspection and repairs. The Colorado boiler inspector gave his approval for the restoration, and they hope to have No. 4 operating on special excursions this summer with restored coach No. 104—SIEGFRIED D. BENSON.

MILWAUKEE GOES BACK TO THE DRAWING BOARDS Three plans to "solve" the problems of the Milwaukee have been rejected by the Interstate Commerce Commission. The bankruptcy trustee's plan for a 3,500-mile "Milwaukee II" Midwest core, The New Milwaukee Lines proposal for a 9,800-mile transcontinental line and the creditor's plan for liquidation have all gone by the boards.

The first two proposals were too optimistic in their forecasts for freight traffic growth according to the ICC, while the latter bid for a sell-off would not provide for continuation of any rail service. The trustee will present a new plan in the near future, while the New Milwaukee Lines, a group of shippers and railroad workers, is meeting shortly to decide on a response to the ICC rejection. The rejection of the trustee plan was a surprise, since the ICC had given tentative approval to the Midwest core idea. Meanwhile, freight service on the western half of the Milwaukee Road has been suspended since March 1. An agreement for the sale of about 450 miles of Milwaukee trackage and land to the Burlington Northern has been completed and is awaiting the okay of the bankruptcy court—WALTER A. APPEL.

LONG ISLAND 4-6-0 39 After receiving $75,000 in backing from Suffolk County, Long Island, to restore LIRR G5 4-6-0 39 for tourist excursions from New York City to the eastern end of Long Island, Main Line Steam Foundation moved the locomotive from the museum at Stony Brook to their work site in Riverhead in April 1980. Complete overhaul of the engine is expected to take about a year, and they are now anticipating steam operation in the 1981 season. Additional financial support can speed the work, and donations are being solicited. All contributors will be put on the mailing list for progress reports and excursion announcements. Their mailing address is Main Line Steam Foundation, Box 5, Blawenburg, NJ 08504. During the spring and autumn 1980 season, they will again be running their successful "Rail 'n Sail" parlor car tours to Greenport on weekends. The parlor cars are also available for group charters. Use the above address for details.

THE *SILVERTON* Because of delays in the Colorado Public Utilities Commission ruling, the sale of the D&RGW's narrow gauge Durango-Silverton tourist operation to Charles Bradshaw has been postponed until November 1980. The D&RGW will continue to run the line during the usual May 24-October 5, 1980, season while working out the sale details.

CHANGES ON THE C&TS The Cumbres & Toltec Scenic Railroad, operating the former D&RGW narrow gauge line between Chama, N.M., and Antonito, Col., has made some major schedule revisions and completely changed their operating pattern for the 1980 season. See TIMETABLE under "Continuing Operations".

CENTRAL VERMONT RS11 It was a short career on the Central Vermont for ex-N&W RS11 367. The dual-control unit was intended for *Rocket* piggyback service where the power can't be turned at Palmer. It was reconditioned at St. Albans shop, painted new image CV and given the number, 3609, of the DW&P RS11 wiped out in a derailment in August 1979. However, on March 24, 1980, the "new" 3609 had an engine explosion at Barretts, Mass., and was sent dead back to St. Albans for evaluation.

THE ADIRONDACK RAILWAY As transportation and crowd problems grabbed the headlines at the Lake Placid Winter Olympics, the Adirondack Railway was providing an interesting if underpublicized service. With a varied assemblage of sleeping cars and coaches behind RS3's and borrowed Conrail Geeps, the Adirondack provided two trains each way a day between Utica and Lake Placid, N.Y. The day train, dubbed the *Morning Olympian,* departed Utica at 8:00 a.m. for an arrival at Lake Placid at 12:30 p.m. The other three runs were made after dark, with one early evening departure from Lake Placid and one midnight-to-6:30 a.m. overnight run in each direction. The runs were apparently quite a success and were made without incident. Trains ran up to 14 cars, and recently-acquired Florida Power & Light Alco RSC2 38508, now Adirondack 25, was used as a helper on the southbound grade out of Thendara. The Adirondack trains made connections at Utica with Amtrak's Empire State service.

As a distressing anticlimax, shortly after completion of their Olympics service, the Adirondack was shut down by an FRA inspector and is expected to remain so for some time.

THE IRVING TRUST CO. A creative response to the transportation and lodging problem at the Lake Placid Winter Olympics was organized by the Irving Trust Co. of New York City. They chartered a special train to carry guests and VIP's between New York City and Plattsburgh, N.Y., where they were bussed to and from Lake Placid. The five-car self-contained consist with its on-board power supply made five round trips during the games. It would generally depart New York in the evening tacked onto the rear of an Amtrak train to Albany and then be forwarded to Plattsburgh behind Delaware & Hudson RS11's 5010 and 5001. The passenger cars were supplied by the Otter Valley Railroad of Proctor, Vt., and consisted of sleepers *Virginia Beach, Samara* and *Cinnabar,* diner *Sutherland Falls* and ex-C&O business car *Chapel Hill.*

AMTRAK PLACES CAR ORDERS Budd, the nation's last builder of long distance passenger cars, has been chosen by Amtrak to build 150 cars for about $1 million each. The cars are selected to be used on long distance trains in the East and South where clearances

COTTON BELT'S first General Electric unit is 7770, delivered in early March 1980. Officially listed as a B30-7, the first four units of the 30 unit order (7770-7799) are reported to be 3600-h.p. pre-production B36-7 test locomotives. Obvious on all the new units is the enlarged silencer-equipped stack and "elephant ear" sound suppression baffles around the rear air intakes. The 7770 was photographed on March 7, 1980, on the Southern Pacific at Roseville, California.

DON BAIN

SIEGFRIED D. BENSON

DOUGLAS C. MOORE

CENTRAL VERMONT RS11 3609, replacing a wrecked DW&P RS11 of the same number, is ex-N&W 367 with dual controls for *Rocket* service. Entering service in January 1980, the new 3609 blew an engine and departed March 24, 1980.

MANITOU & PIKE'S PEAK will resume steam operation this year with their No. 4 (**left**), retrieved from display at the Colorado Railroad Museum. The 4 came home on November 16, 1979.

TWO PHOTOS: JIM SHAUGHNESSY

HAL REISER

THE IRVING TRUST CO. chartered a five-car VIP consist from the Otter Valley for five round trips from New York City to Plattsburgh, N.Y. during the Olympics. Brought north on an Amtraker, the special leaves Schenectady (**above**) behind D&H freight RS11's on February 22, 1980.

THE ADIRONDACK RAILWAY *Morning Olympian* departed Thendara, N.Y., (**right**) on February 16. The Adirondack has acquired Florida Power & Light's rare RSC2 (**above right**).

restrict the use of the Pullman-Standard Superliner high level equipment.

In addition to the new cars, Auto-Train and Morrison-Knudsen will rebuild a total of 75 existing cars. M-K will hold an option to do 75 additional cars and A-T 25. The rebuilds will include new interior appointments and electric heating and air conditioning. Initial deliveries of the rebuilds are expected in 17 months, and the completion of the job should take place in 27 months.

The Budd cars are expected to be variations on the Amfleet theme, bringing the toothpaste tube look to the long distance market. The refurbishing of existing equipment, however, will mean some variety will remain in the Amtrak Fleet—WALTER A. APPEL.

A SOUTHERN Ps-5? Royal Hudson 2839 will operate the 1980 season on the Southern Railway repainted in green and gold. Since the engine made her initial ferry moves in authentic CPR livery and ran the 1979 season in CPR colors with Southern lettering, a number of people—including Mike Eagleson, one of the 2839's owners—suggested that for 1980 the Southern go "all the way". The 2839 will be SR's premier engine this year with ex-T&P 610 seeing only limited service. Both engines are expected to be replaced in 1981 by ex-C&O 2-8-4 2716. The Southern's smaller engines, 2-8-2 4501 and 2-8-0 722 are expected to continue as before—722 had a collapsed dry pipe after a March trip, but it will reportedly be repaired. The S&A 4-6-2 750 may also see service later in 1980.

UNIÒN PACIFIC LENDS A HAND (full of money) In the continuing saga of the financing of the Chicago & North Western's portion of the recently completed Burlington Northern Powder River Basin coal line (Orin cutoff) in Wyoming, a new chapter is about to be written. The Union Pacific has agreed to help the C&NW with $60 million via a trust. Money in the trust would be used to build a 60-mile connection between the C&NW at Van Tassell, Wyoming, and the UP at Joyce, Nebraska. A balance of $300 million which the C&NW needs to buy into the BN Orin line would be raised by the trust. The trust would then lease its assets to the C&NW under a long term lease. The trust would apply to the federal government to guarantee the $300 million. In its usual thorough manner, the UP has been talking with the Federal Railroad Administration about the project, but a formal application for the major portion of the funds has yet to be presented to the FRA by the North Western. The UP hopes the project will be approved by the FRA by October 1, 1980—WALTER A. APPEL.

THE CHICAGO, MADISON & NORTHERN The first run of the new Chicago, Madison & Northern over the former Milwaukee Road branch between Janesville and Mineral Point, Wisconsin, was made on March 2, 1980, using ex-SP Alco S6 1202 leased from Chrome Crankshaft. Sister S6 1205 is working the CM&N's line between Sparta and Viroqua, Wis. B&O NW2 9547, also from CC, is being readied for service, and the CM&N anticipates putting Glenn Monhart's ex-ACL E3 501 (see May 1979 R&R) into freight service in the forseeable future. Incidentally, because of some railfan thievery incidents, railfan visitors are not welcome at the Milwaukee/CM&N Janesville roundhouse.

THE ESCANABA & LAKE SUPERIOR Possessing only five Baldwin switchers of their own—three of which are out of service for repairs and one of which is on lease to Mead Paper in Escanaba—the 63.5-mile Escanaba & Lake Superior has more than quadrupled its route mileage by taking out a service order on 210 miles of Milwaukee Road trackage between Green Bay, Wis., and Ontonagon, Michigan. The E&LS began operation on the line on March 10, 1980, using five leased Lake Superior & Ishpeming DL702's and a U23C plus three Milwaukee F7's and a U30C. Meanwhile, the E&LS is negotiating for purchase of the upper 116 miles from Iron Mountain to Ontonagon (see C&NW article, March 1980 R&R). The motive power future is in question, as the LS&I will need their units back when the ore season picks up, although more leased Milwaukee units are likely. The E&LS has purchased unserviceable Baldwin RS12's 212, 213 and 215 from Michigan Northern, and one of the two Castolite ex-D&H Sharks is still on the property but presently unserviceable—MIKE CLEARY.

MOTIVE POWER NEWS Conrail has painted the slogan "Keep it moving with Conrail!" on the flanks of B23-7 1980. Will they paint it on the 1981 next year?

The first General Electric units to wear the **Cotton Belt** name are 30 B30-7's, 7770-7799. The first four units, 7770-7773, are reportedly 3600-h.p. test units, pre-production versions of the B36-7's. All the SP/SSW "B30-7's" feature large new silencer stacks and "elephant ear" sound suppression baffles outside the rear cooling air intakes as well as conventional GE Floating Bolster trucks. Delivery began in March 1980.

General Electric's rebuild shop in Hornell, N.Y., (the former Erie R.R. shop) is presently working on a series of Alco unit rebuilds. The first unit outshopped was former-Lehigh & Hudson River C420 27 (see color photo on page 2) as **Green Bay & Western** 323. Following shortly behind are four Conrail C424's (EL 2405, 2412 and 2415, and Reading 5202) to become GB&W 319-322. Once the Green Bay units are out of the way, Hornell will reportedly begin shipping nine re-engined C424 "C420m's" to the **Delaware & Hudson.** These units will be C424 carbodies carrying 12-cylinder Alco 251 engines rated at 2000 h.p.—C424's on the outside and C420's on the inside. Interestingly, the first three of the C420m's will be owned by the **Genesee & Wyoming** but painted for and leased to the D&H; the remaining six will be D&H units outright. The C424 carbodies will be former Conrail units.

Hornell is also preparing for **Mexico** five N&W U30B's (NdeM 9740-9744), 15 C&O U25B's (NdeM 7600-7614), 18 SCL U25C's (NdeM 7700-7717) and three SCL U28C's (NdeM 7800-7802).

Meanwhile, the **National Railways of Mexico** is re-engining at least seven GE U36C's and U36CG's with Alco 251 engines! This puts a whole new meaning into the old term "Alco-GE." Incidentally, all new units being delivered to Mexico are wearing NdeM red and brown colors, and those going to "independent" roads like the FCP and CH-P carry only different lettering. It looks like the Pacifico's new blue and yellow will be short-lived.

The **San Diego & Arizona Eastern** is presently operating Chrome Crankshaft 4004, an ex-SP DL721, while Morrison-Knudsen is completing four Geeps for them at Boise, Idaho. Painted in Kyle Railways' blue and white, SD&AE GP9 101 (former UP 224) was sent for temporary service to Kyle's Pend Oreille Valley R.R. in Newport, Washington, while SD&AE 102 (UP GP9 155) is on lease to the Cotton Belt. Still to come are SD&AE 103, a GP9 rebuild of UP GP20 498, and SD&AE 104 (UP GP9 308). All four Geeps are being rebuilt to GP9 standards including dynamic brakes. Because of a washed out bridge and much trackwork, the SD&AE is not yet running all the way to El Centro.

The **Chicago South Shore & South Bend** has ordered ten GP38-2's from EMD (2000-2009) for delivery in December 1980. These units will kill the two remaining "Little Joes" and are likely to displace some of the GP7's.

Following up on items mentioned in previous issues, the **Providence & Worcester** now has its first EMD in service, GP38-2 2006, which arrived in late February 1980. At about the same time, the new **Massachusetts Central** received their ex-Southern Ry. NW5 2100, from the Tennessee Valley Railroad Museum, where it had been stored pending sale.

A real gem has recently begun working at the **Tropicana Orange Juice** facility in Kearny, N.J.: L&N Alco-re-engined GE 70-tonner 98, in full Family Lines colors.

The **Bangor & Aroostook** is repainting BL2 57 into its original blue and gray paint scheme with yellow trim. The unit originally intended for the honor was the 54, one of two BL2's wrecked in a collision with a log truck last year. With an increase in shop work this spring, it became obvious that the 54 would not be ready for service until sometime this summer, so the railroad opted to repaint the already serviceable 57 instead. The repainted BL2 will be the feature attraction of a two-day passenger excursion over the BAR on May 31-June 1.

The **Lamoille Valley Railroad** still has RS3 7803 in the CV St. Albans shop being re-engined; it will get a Morrisville nose chop like the 7804 (see page 2) when it returns. The LVRC has just acquired Relco RS3 1601 which had been leased to the Chicago Gravel Co. Originally LS&I 1609, the unit had been sold by LASCO to Continental Grain as their 207 before going to Chicago Gravel.

ALYN SPECHT

DOUGLAS C. MOORE

MOTIVE POWER NEWS this month finds Family Lines' L&N Alco-re-engined 70-tonner 98 working the Tropicana Orange Juice facility at Kearny, New Jersey (**above**). At Morrison-Knudsen in Boise, Idaho, former Union Pacific Geeps are being rebuilt for Kyle Railways' San Diego & Arizona Eastern (**below**). Blue and white 102 was ready for shipment in March 1980.

CONRAIL B23-7 1980 now wears "Keep it moving with Conrail!" on its flanks. The only one to be so adorned, the 1980 was at Palmer, Mass., on February 11, 1980. National Railways of Mexico U36CG 8946 (**below**) carries an Alco 251 engine; it was seen at San Luis Potosi on January 1, 1980. The only external evidence of the change is the stack.

DAVID J. MONTE VERDE

JOHN E. BENSON

JAMES H. GRIFFITHS

GLENN MONHART

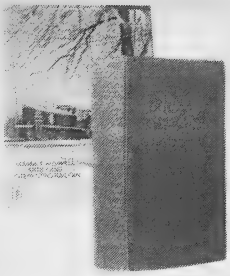
THE GREEN BAY & WESTERN is getting four ex-Conrail C424's like former-EL 2405, now GB&W 319, from GE's Hornell, N.Y., shop, where 319 was photographed on January 26. Providence & Worcester acquired its first EMD, GP38-2 2006, photographed at Worcester (**below**) with the P&W's lone B23-7.

THE CHICAGO, MADISON & NORTHERN made its first run from Janesville, to Mineral Point, Wisconsin, (**above**) on March 2, 1980, using Alco S6 1201. The Escanaba & Lake Superior had leased Milwaukee and LS&I units at Channing, Mi., (**below**) March 16 to operate its new line.

RAILFAN & RAILROAD

TOM NELLIGAN

MIKE CLEARY



The RAILROAD Heritage

73 years of publishing history **by Freeman Hubbard**

Part Three

Over the years, *Railroad* Magazine has had several names prior to becoming part of RAILFAN & RAILROAD, and it was issued "under six flags," meaning six different managements, beginning in October 1906. Each change in ownership was preceded by a financial crisis of the publishing house as a whole but not necessarily of *Railroad* itself.

I worked under five of those flags, hiring out in 1929 to the Frank A. Munsey Company. A few months later I became *Railroad's* editor-in-chief, a job I held for 36 years, with a hiatus between 1942 and '53. But I have been continuously on the staff (at least as a department editor and a contributor) since early in 1930. You might compare this record with that of the late Charles E. Fisher, who was largely responsible for founding the Railway & Locomotive Historical Society and who edited its *Bulletin* (now called *Railroad History*) for half a century. My 36 years as editor of *Railroad* Magazine were like a long-lasting honeymoon. The various managements gave me an almost uninterrupted clear board for my editorial policies such as choices of text matter, covers, pictures, type sizes, etc.—the entire contents of the magazine except the ads. I was responsible for making progress and making errors of judgment. My motto could have been the one that stood on President Truman's desk in the Oval Room of the White House: "The buck stops here." But during all the time I was hampered by an inadequate budget.

I even made the page layouts personally, being my own art director, for virtually every issue I edited, because I had studied illustration on a scholarship at the Pennsylvania Academy of the Fine Arts. Only during *Railroad's* last few months under French ownership, which I'll tell you about later, was I subjected to censorship, including that of an art director.

Most of the magazine's publishers had so many problems with their flagship, the big-circulation *Argosy,* which Mr. Munsey had launched even before he created *Railroad,* and with their other periodicals—mostly woodpulps—that they seemed to give only brief glances at their usually self-supporting "stepchild" *Railroad.* However, the main reason for my long "honeymoon" was their lack of knowledge of railroading and their willingness to trust with the "book" as long as it stayed in the black. The fewer decisions I put up to company officials, the more they liked it.

My biggest problem was the printing of so many issues of *Railroad* on woodpulp stock, which antagonized both readers and advertisers, prevented sharp reproduction of photos and made the long-time preservation of our valuable rail history and lore impossible. I have a complete file of *Railroad* since December 1929. The oldest pulp issues have turned brown and are crumbling, every time I consult one of them my desk and floor are littered with tiny particles of brown paper. During the last decade of *Railroad* I reprinted some of the irreplaceable old articles, fiction stories and true tales in slick-paper issues for readers who otherwise would never have had access to them.

Another major harassment was the advertising department, which almost constantly interfered with my efforts to keep *Railroad* attractive and self-supporting. I maintain that all ads in a railroad periodical should be rail-oriented, but such was rarely true of *Railroad,* many of whose ads were not only non-rail but downright ugly. That situation, plus the pulp stock, scared off potential advertisers in general, but especially high-class ones. To make matters worse, the company's advertising managers ignored a great many ad leads that *Railroad* staff members sent them from time to time—even those of the push-over type which they could have easily lined up. It was most discouraging. Their argument was that ad salesmen couldn't be bothered with magazines of relatively small circulation when they could make higher commissions by selling space in "the big boys." For me—devoted to rail lore and obsessed with the idea of building up *Railroad* for present-day readers besides giving it permanent reference value for future generations—such items as salary, low editorial budget, inadequate staff help and unpaid long hours of overwork were relatively minor problems as compared with the use of cheap pulp paper and sabotage by the advertising department.

You may find it hard to believe, but a large number of *Railroad's* full-page cover ads—inside front covers and inside and outside back covers, always printed on thick coated stock—not only had nothing to do with railroading but weren't even paid for! The space had to be filled somehow. Our company's advertising managers who could not or would not *sell* it, possibly because they were unfamiliar with our field or thought our circulation was too low, often donated it free of charge to some of Argosy's advertisers. That really made me mad. I begged them in vain: "If you *must* give away valuable space, at least give it to railroad companies or dealers in railfan products." Finally, when *Railroad* was nearing the end of the trail as an independent magazine, they let me put a large railroad photograph on each outside back cover. It was another case of "too little and too late." But in the words of the dying cowboy who had been a split second tardy on the trigger, "I did my damnedest."

Editorially, I used only rail-oriented material in the magazine and kept the fiction stories authentic by buying them only from railfaring men who had first-hand experience in the field they wrote about. There were, however, five exceptions. Two of those stories were written by a railman's widow, Mary Frances Maskell, and two by Yvonne Mosler, the daughter of a Rock Island hogger. Both women were good writers and familiar with railroad operation.

In 1930, when William E. Hayes was the editor and I was his associate, the Munsey Company was stuck with a Western, book-length, non-rail manuscript entitled "The Mask of Ching Wo," by Max Brand. An *Argosy* editor had paid $1,000 for that white elephant. His successor decided it was too woodpulpy for the sacred pages of what Mr. Munsey had originally called *The Golden Argosy.* So, instead of charging it off as loss for income tax or turning it over to a crime pulp in the Munsey chain, some fool dumped it into the lap of *Railroad Man's Magazine,* the name we carried in those days—although Max Brand's melodrama did not even mention the word *railroad* from beginning to end! Bill Hayes was so much engrossed in writing woodpulp crime fiction under several pen-names and selling it to the company for use in the magazine he edited that he did not protest. I did, though, but I was then only an underling. For seven monthly installments, despite readers' complaints, "The Mask" was dragged through the pages of *Railroad Man's Magazine.* The cost of that script and the illustrations for it were taken out of our budget. Its run was nearly completed when I succeeded Bill as editor.

Management's only other interference with my editorial policies—prior to the French takeover of Pupular Publications, Inc., early in 1978—occurred in connection with a series of three well-researched articles on the ownership and control of railroad corporations written by William P. Helm which I featured in the summer of 1931. The last article dealt with the Van Sweringen brothers' monopolistic rail empire, which eventually collapsed. Helm, a competent journalist, had checked and rechecked it for accuracy. But a Chesapeake & Ohio public relations officer somehow got hold of an advance copy of this piece. He wrote a letter—not to me but to the Munsey Company's president—threatening dire consequences if *Railroad* should publish that story. To compensate for our scrapping the original script, he sent us a watered-down version of it that smelled like propaganda. The Munsey brass collar ordered me to publish it, which I did reluctantly, 1931 being a Depression year when jobs were hard to get. At least I stayed on the payroll.

During that decade I ran several engine-picture contests in *Railroad* to spur a greater interest in railroad photography: two for clipping, assembling and pasting up scrambled photos, and the others for the best self-made unpublished shots submitted by readers, competing for cash prizes and subscriptions to the magazine. I still have a photo, taken by Joseph Lavelle, a New York railfan, which shows me (before I grew a mustache) sifting through a batch of entries in one of our engine-picture contests, with Viola Karich, blue-eyed and Vienna-born, my first secretary. During most of my *Railroad* career I had no secretary. One of the few, a long time after Viola, was Barbara Kreimer, whom I promoted to assistant editor and put in charge of our *Information Booth,* a question-and-answer department originally called *By the Light of the Lantern.* Today, Barbara is teaching at a private school in Edinburgh, Scotland.

Incidentally, Joe Lavelle had between 30,000 and 35,000 photos of North American engines and trains, virtually all of them steam. These he acquired by photographing, swapping, buying, copying and soliciting railroad companies and locomotive builders, whose public relations men usually responded favorably in those days when the railfan movement was in its infancy. Joe had, I believe, the largest collection of its kind ever assembled by one individual. Before *Railroad* built up a sizeable picture file of its own, when I needed certain photos quickly, I had only to pick up the phone and tell Joe what I wanted; he almost invariably supplied the pictures, free of charge. He was most helpful. He even gave me a postcard-size camera, which I often used until Eastman Kodak stopped manufacturing negatives to fit it. When Joe died in 1953 at age 61, his mother divided his vast collection among four of his pals.

Railroad ran various contests. For example, I published a fiction story without a title and offered prizes for the best title submitted by readers. Another unique contest was for the best "op fist," meaning the distinctive penmanship used by telegraphers on train orders and messages, a free-flowing style with words often looped together.

One novelty, which I do not know of any other editor having duplicated, was to print a single rail fiction story written jointly by a dozen of our best-known fictionists, all railroad men, of course. The first author started it with 300 words. The next man carried on the same story with 300 more words, and so on, each using the identical characters and background, improvising his share of the plot. Such novelties helped *Railroad Stories,* as our magazine was called then, to remain alive and reasonably prosperous during the grim Depression of the 1930's.

After Viola Karich resigned, I hired my first associate editor, Gilbert H. Burck, onetime fireman on the Soo Line. He was a brilliant and aggressive young writer with a modern technological outlook that the magazine needed to offset my own specialized interests in past history, lore, artwork and human beings. I learned a lot from Gil and was much less old-fashioned thereafter because of his influence. Learned the hard way, I might add, because I found his personality too dominating. Looking back to those days, I still appreciate what he did to lift the literary quality of the magazine. I can forgive him for the mediocre fiction he wrote occasionally for the magazine under pen-names to supplement his low salary, because of the many excellent articles he contributed, some under his own name, others masked by pseudoynms or unsigned.

Like the rest of us, Gil Burck had no crystal ball to foretell the future. His first few articles, beginning in July 1931, were based on the enduring permanence of steam power, but it didn't take him long to see the handwriting on the wall. In July 1933 he came out with "Farewell to Steam." His best pieces in *Railroad* were long in-depth studies of the Soo Line (his alma mater) and the Bangor & Aroostook. These two, I discovered later, were written primarily to be used as samples of his work in applying for a prestigious and better-paying job on the staff of *Fortune* magazine. In 1939 *Fortune* took him away from *Railroad* and eventually stationed him overseas as its European representative. Before retiring from *Fortune,* Gil Burck had climbed to second from the top on that magazine's totem pole. He rated it. I don't know what he is doing today. *(To be continued.)*

FREEMAN HUBBARD COLLECTION

IN THE *RAILROAD* MAGAZINE office during the Great Depression of the 1930's, Editor Freeman Hubbard and his first secretary, Viola Karich, evaluate entries from the engine-picture contests conducted to stimulate photo contributions.

This little piggy went to market. . .

The Crab Orchard &

Imagine, if you will, a steam engine pulling a string of freight cars through a small Midwestern town. With its bell clanging the train crosses Main Street, passes the old freight shed and the abandoned depot, rattles across the diamond and slowly heads out of town. Its shrill whistle echoes off nearby farms and houses and a plume of smoke rises above the trees and drifts out over the cornfields. What you are imagining is not some long ago never-to-be-repeated scene, but rather an almost daily occurence on the Crab Orchard & Egyptian Railroad. It is the only non-passenger, all steam powered common carrier in the country.

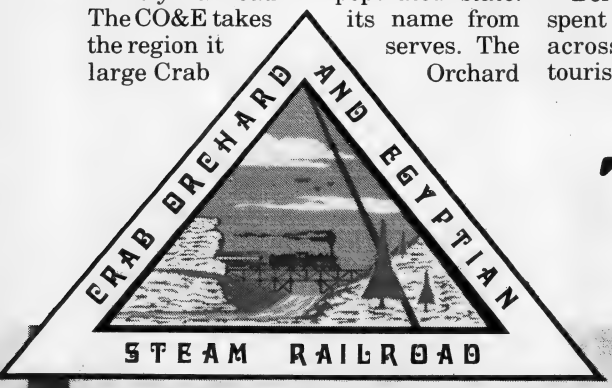
The CO&E is located in Marion, Illinois, a small but growing town tucked away a few miles east of Carbondale near the southern tip of America's most densely populated state. The CO&E takes its name from the region it serves. The large Crab Orchard National Wildlife Refuge, just west of Marion, is a wintering area for thousands of Canadian geese and ducks as well as a recreational area for millions of tourists each year. Southern Illinois, where Marion is located, has been known as "Little Egypt" since the late 1800's when a severe drought struck the northern portion of the state and forced the farmers to head south for their seed corn and wheat. Towns with names like Cairo (pronounced locally as *Kay*-row) and Karnak are sprinkled about the area.

Tourist beginnings

The railroad owes its existence to its president, Hugh Crane, a former teacher at the Milwaukee School of Engineering and a live steam enthusiast. Crane, along with the railroad's executive vice-president, Herb Soberg, and vice-president and general manager, Bill Schreiber, founded the line in 1973 as a tourist railroad.

Before starting the CO&E, Crane spent his summer vacations traveling across the country studying steam tourist railroads in an effort to find out what elements made up a successful operation. He then set out to find a place to put what he had learned to work. Crane chose Marion, Illinois, for a number of reasons. Its location next to the Crab Orchard National Wildlife Refuge meant that the area was already popular with tourists, the townspeople were very supportive of his idea, and the Illinois Central Gulf was willing to let Crane operate his tourist railroad on their lightly used branch line through Marion.

In 1972 Crane told his friend and fellow live steam enthusiast Herb Sobert of his plans, and the two of them quit their jobs and headed south for Marion to begin work on the railroad. Not long afterwards they met Bill Schreiber at a meeting of the Illinois Live Steamers Club in Chicago. Schreiber had just sold his business and found the idea of starting a steam tourist line an appealing one, so he joined Crane and Soberg. They spent the fall and winter of 1972 getting the line and equipment in shape. The large red brick depot in Marion was refinished with a new roof, and a soda fountain and gift shop featuring



PHOTOGRAPHY: CHRIS D'AMATO, EXCEPT AS NOTED

. . .behind steam!

& Egyptian R.R.

by Chris D'Amato

items made by a local arts and crafts guild was installed inside.

The opening of the line was marked with great fanfare. A parade was held, and officials from the ICG as well as local politicians were on hand for the occasion. The first revenue passenger run was made on May 31, 1973. The train consisted of the line's only engine, Number 5, a Porter 2-4-2 saddletanker built for the Central Illinois Public Service Company in 1946 and used at their Meredosia plant until the early 1960's, and a string of ex-ICRR electric trailer cars that had been used in Chicago suburban service. The Number 5 was acquired by the CO&E from the Mid-Continent Railway Museum in Wisconsin.

Following the 1973 season, the engine was rebuilt to its present appearance with its saddletank removed, cab lengthened, and an ex-IC auxiliary water tank bought to put behind it. The tender proved to be too high for the little engine, so a two-foot band was cut out of its middle and the top and bottom portions were then welded back together. The headlights and the pilot on the tender come from one of the old IC trailer cars.

The line's other engine, Number 17, is a rather uniquely proportioned Consolidation. It was built in 1940 by the Canadian Locomotive Works for the Roberval & Saguenay Railway in Quebec. It was retired in the early 1960's, and the CO&E bought it in 1975 from an individual who had it stored in the Central Vermont roundhouse in New London, Connecticut. Like the 5, the 17 was a fairly modern steam engine and in reasonably good shape. These were two of the main considerations behind the purchase of the engine. Rather than owning rare museum pieces, the railroad wanted locomotives that would be economical, easy to maintain and reliable.

As news of the little steam railroad spread, the heavy demands and responsibilities of operating the 1975 tourist season left little time to work on the 17. Instead, the crew directed its efforts at keeping the 5 and its train in top shape.

While our nation's Bicentennial year saw trains running six days a week during the summer filled with happy

A PLUME OF COAL SMOKE drifting over a string of piggybacks headed for the MP interchange is the story of the CO&E in one photo. The former Roberval & Saguenay 2-8-0 has been both dressed up externally and spartanized internally for easier maintenance.

CHUCK KILLIAN

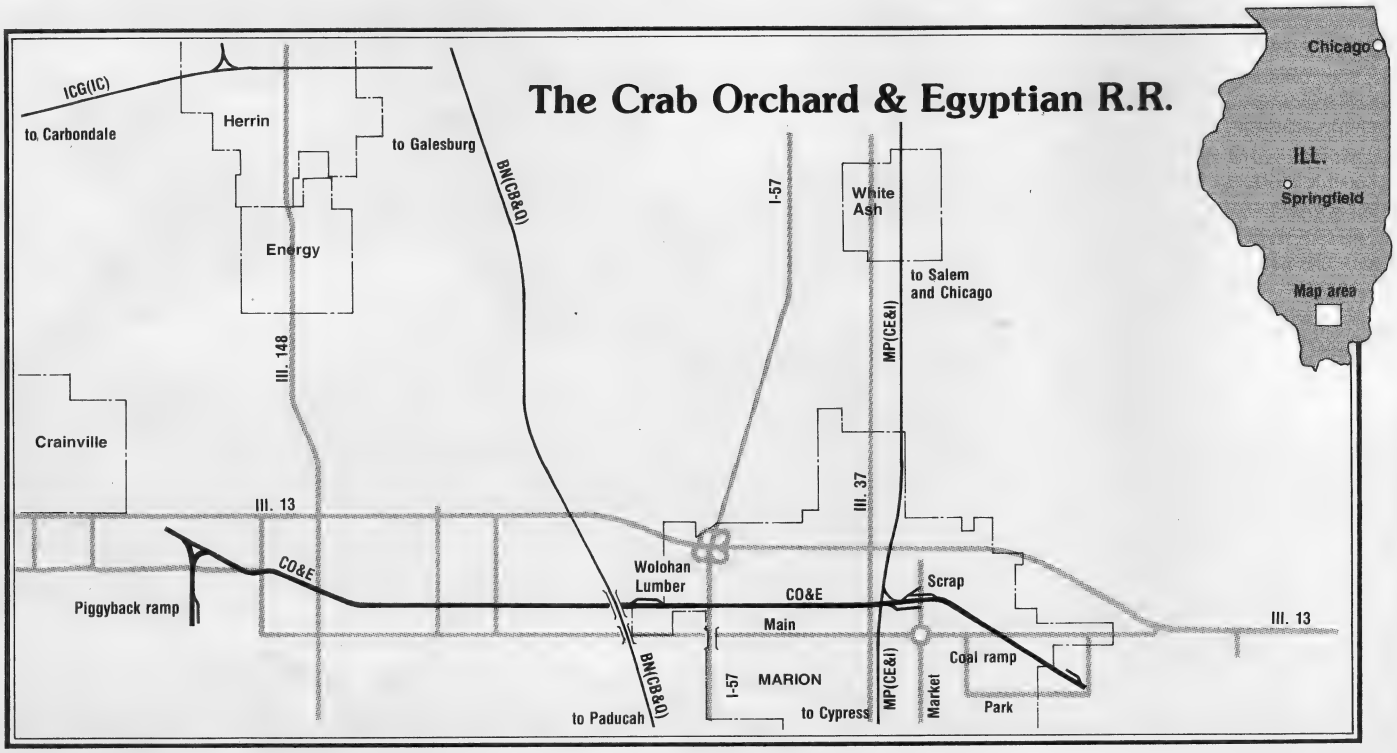
tourists and railfans, there were problems creeping up on the horizon for the CO&E. The ICG had decided that their branch from Carbondale to Marion was no longer worth keeping. It didn't pay for the ICG to continue their infrequent trips from the main line in Carbondale, 22 miles away, to Marion and back. The cost of running a train, the wages paid to its crew and the expense of track maintenance far outweighed the revenue generated. The service cutbacks and infrequent runs had led the shippers in and around Marion to switch their business to trucks, a more costly—but also now more reliable—means of transportation.

A steam common carrier

On June 13, 1977, a problem of another sort developed for the CO&E. The red brick railroad station and two coaches were almost completely destroyed by fire. Without the station, its gift shop and soda fountain, business and revenues fell off and service was cut back to weekends during 1977.

While track abandonments and fires have spelled doom for other tourist lines, the CO&E was not about to roll over and die. They talked the city into buying the 8.5 miles of track that they had been running on from the ICG for $200,000. Another $300,000 was raised by selling stock, and the CO&E became a common carrier. An interchange was constructed near the diamond with the Missouri Pacific, shippers were lined up, and on October 18, 1977, the CO&E ran its first freight behind its 2-4-2.

With a much smaller passenger schedule and the prospects of a growing freight business, the railroad devoted more time to getting Consolidation 17 into running condition. The engine received new flues and piping as well as new lagging and boiler jacket. In addition the superheater, the feedwater heater and the winterized cab were all removed. The cab and the controls were moved back two feet, and a headlight from one of the ex-IC trailer cars was



CHUCK KILLIAN

INTERCHANGING WITH THE MISSOURI PACIFIC is a daily ritual for the CO&E. The northbound MP local frequently meets the CO&E train, such as observed here with the 2-8-0 shoving the pigs in from the east end while a MP GP38-2 2050 ties onto the west end. The BN crosses over the CO&E west of Marion, but there is no interchange.

CHUCK KILLIAN

installed on the engine. The 17 was put into service in July 1979 when the 5 came due for its five year inspection, and it is presently handling all of the chores around Marion. Once the 5's flues are replaced and repairs are made on its firebox sheet, it will be returned to service as a back-up engine for the 17.

After cutting passenger service to Sundays-only in 1978, the railroad discontinued it altogether in 1979, and operations today are freight-only. While future plans call for the rebuilding of the depot and the resumption of passenger service, the cost of insurance and time demands on the crew have made it unaffordable for the time being.

There are approximately twelve industries in and around Marion that are served by the CO&E. A small grain elevator on the eastern end of the line receives fertilizer and sends out corn and soybeans. Across the street from the grain elevator is a small coal loading facility. The high price of coal, brought on by increased demand, has made it economical for some local companies to go out and work the old gob piles of closed down mines. The gob piles resulted when the mines separated the coal from the dirt and rocks. Since none of the systems used to separate the coal from the rock were perfect, it was inevitable that some of the coal wound up intermixed with the discarded dirt and rocks. Small, finely crushed pieces of coal were also cast aside by the miners because at the time there was no market for them; today this finely crushed coal is used by power plants. Years of exposure to rain and snow has washed out much of the dirt and sulphur from the coal, and better portable equipment has made it economical to reclaim this coal. Some estimates put the amount of gob piles in the Southern Illinois area at 30 to 40 million tons. It is this reclaimed coal that is shipped out of Marion on the CO&E. The coal is brought to Marion by truck and then dumped into railroad hoppers with a front-end loader.

Besides the grain elevator and the coal loading facility, other major shippers include American Fiber-Lite Inc., which manufactures canoes; a local lumber yard; a scrap yard; and U.S. Prison Industries, which makes steel office equipment at the federal prison south of Marion. With the old ICRR connection westward to Carbondale now abandoned, the CO&E's only rail interchange is at Marion with the Missouri Pacific's former-Chicago & Eastern Illinois main line between Chicago and the MP and Cotton Belt at Thebes, Illinois, on the Mississippi River.

At the far western end of the line is a piggyback ramp. The railroad started piggyback service in December 1978 with 100 trailer flats leased from Itel. An additional 100 trailer flats were purchased in September 1979 from the defunct Erie Western Railroad. The service is run by the Southern Illinois Piggyback Company, which is under contract to the CO&E. The railroad has 500 rather distinctive trailers which can be seen almost anywhere in the country. They are adorned with the railroad's triangular herald and a picture of a large orange pig riding engineer-style on the top of a 2-4-2. Beneath is the inscription PIG HOGGER.

While a few of the on-line customers use the piggyback service, the bulk of the business is derived from nearby but off-line customers. Norge Appliances in Herrin is one of the regular piggyback shippers. The railroad has authority to solicit over a fairly large area, and they've been successful in getting piggyback business from as far away as Mattoon, Illinois, and Evansville, In-

diana. Most of the CO&E piggyback traffic is destined for points south and west via the Missouri Pacific.

The railroad's operations are handled by six people. Crane, Soberg and Schreiber, besides taking care of the business affairs, also play an active role in the daily operations of the railroad. More often than not they can be found out on the line replacing ties, working on equipment or running the train. Randy Quinlan, Chuck Roehm and Leroy Clark round out the crew. Quinlan and Roehm both own a share in the railroad, and they spend much of their time running the trains and handling the daily maintenance of the locomotives. Clark has the distinction of being the lines only "employee." He handles whatever odd jobs and chores need to be done around the yard.

The railroad's two locomotives and its wooden caboose (ex-EJ&E) are kept and serviced on a short siding across the street from the depot off of North Van Buren Street. A simple one-stall sheet metal engine shed has just been built over the siding to protect the engines and allow the crew to work on the locomotives in inclement weather.

A large pile of coal and a wooden ramp are located in one side of the engine servicing track, and a water plug stands on the other. The tender is spotted next to the ramp and a front-end loader fills it with coal. The railroad uses approximately two truck loads (40 tons) of coal a month. They burn top grade coal with very little ash and get maximum efficiency from it. The water plug is no longer in use. Instead, the tender is filled with water from a hose which is placed in its tank each night.

The railroad's spare parts and tools are kept in one of their old passenger cars that is now used as a storeroom. Another passenger car is kept across the street next to the depot and used as an office. Two other coaches are stored on a siding in the yard along with ex-IC business car 3 that is the home of vice-president and general manager Schreiber and Vicki, his German Shepherd guard dog. While the business car is owned by Schreiber, it is on lease to the railroad and has been used on special occasions. One such occasion was in 1978 when Illinois Governor Thompson used it and the 5 on a whistle-stop tour along the ICG main line. Of the two cars that burned when the depot caught fire, one is stored on a siding near the yard waiting to be scrapped and the other was sold to an ICG employee who rebuilt it into a house.

One other piece of equipment in the Marion yard is worthy of note, a small Davenport gas-mechanical locomotive owned by the City of Marion. The V-8 powered machine was built for the military and ultimately donated to the city by Flores Bar Milling Company. After some engine work is done on it, the CO&E will relinquish their "100% steam" status by assigning the Davenport to the piggyback ramp where it can be used for spotting flats when needed if the steam train isn't around.

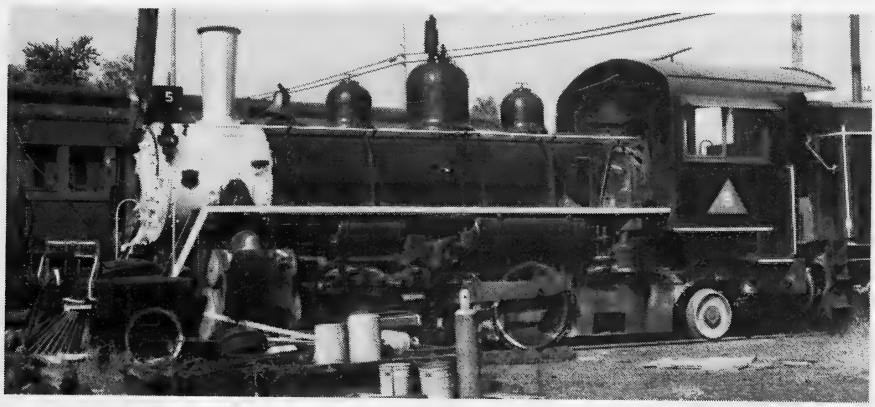
The management of the CO&E is optimistic about the future. With a lot of hard work and dedication they have already succeeded in turning 8.5 miles of abandoned track into a viable railroad. They have reinstituted dependable rail service to the area, providing local shippers with a reliable and economical transportation. At the same time they have added to and are playing an important role in the economy of both Marion and the surrounding countryside. Their future plans call for the addition of two or three more tracks at the piggyback ramp in order to accommodate more cars. This is likely when they would put the Davenport to work at the ramp switching cars.

Besides enlarging their piggyback services, the railroad's other main goal is to increase their coal traffic. If the coal mining business around Marion picks up, as the CO&E management believes it will, they plan on being ready to handle the increase in traffic. Right now they are waiting to hear from the State of Illinois about aid for track work. They would like to build a passing siding at the present coal loading facility, and they are also considering extending their trackage an additional one-and-one-half miles east of the grain elevator (where the line now ends) to accommodate an increase in coal traffic, if it comes about. This traffic would increase their carloads substantially above the 1,300 they handled in 1979.

Other plans call for the eventual acquisition of both boxcars and hoppers and possibly an additional steam locomotive if an increase in activity warrants it. The railroad plans on sticking with steam power for more than just sentimental reasons, even though they no longer have a tourist business to cater to. Both economics and maintenance considerations have played an important role in this decision. According to Bill Schreiber, when the railroad out of curiosity checked into the price of a second hand Geep from Precision National a few years ago, they were told it would cost close to $250,000. In contrast, it cost them only $30,000 to buy the 17 and get it into running condition. The railroad also feels that they are much more capable of handling the maintenance of their steam engines than they would be of a diesel locomo-

CO&E COLLECTION

ORIGINALLY A TANK ENGINE, CO&E 2-4-2 No. 5 came from the Mid-Continent Railway Museum. In 1973 the saddletanker had three ex-ICRR electric suburban trailers for a passenger consist (**above**) in front of the Marion depot before the structure was damaged by fire. No. 5 took on a whole new look when its tank was removed.



tive. Since none of their present staff has diesel maintenance experience, any problems that developed with a diesel would most likely necessitate their having to send it out for repairs. Being experienced with steam and unsentimental about stripping it down for maximum reliability and ease of maintenance, the CO&E people have already proven that they can justify steam in their situation on business considerations alone.

Typical operation

The best time to visit the CO&E is during the week. The railroad tries to keep its operations limited to Monday through Friday so the crew can lead a relatively civilized existence with their weekends to themselves. If business demands, however, they will occasionally run on a weekend.

The CO&E's workday begins around 9:00 a.m. with the engine's fire being tended and the steam brought up to working pressure. For the visiting fan, we would recommend checking with someone at the yard to find out the specific moves planned for the day. Since there is no place to turn an engine except at the extreme western end of the line, the locomotives are kept facing west. Thus, any eastbound moves are tender-first, with the sunlight favoring westbound moves in the afternoon.

A typical day will find the gangling 2-8-0 leaving the shop area and going

PRESIDENT HUGH CRANE also often doubles in duty as engineer, as was the case (**above**) when our authors were visiting. Randy Quinlan was working as brakeman (**right**) one day and fireman (**left**) the other; he also owns a share of the railroad. Would anyone care to guess which of the vehicles (**top**) meeting at the crossing is more "dated": the efficient coal-burning locomotive or the gas-guzzling Cobra II muscle car?

CHUCK KILLIAN

directly to the MP interchange in the middle of Marion sometime between 9:00 and 10:00 a.m. The MP local is due in about this same time, and a "live" meet with the MP is not uncommon. After clearing the interchange, the 2-8-0 will line up the cars for the west end of the line and then work its way out to the piggyback ramp.

Following the railroad to the west end is quite easy. From the yard off North Van Buren Street, you head south a few blocks to Main Street and turn right. Main Street—also known as Old Highway 13—parallels the tracks out of town to the piggyback ramp by the wye. One leg of the wye strikes out south across Old 13 for about a half mile before ending at a wooden ramp in a large open field. This is where U.S. Prison Industries loads their cars. The other leg of the wye curves off through the trees to the northwest and ends just before crossing New Highway 13.

After spotting the flats at the piggyback ramp, the crew will often wait for the trailers to be loaded. Once the pigs are ready, the train is made up and heads back downtown to place the outbound flats on the MP interchange. Since the interchange track will hold less than a dozen cars, the CO&E makes an effort to clear the interchange of any cars dropped off by the MP as quickly as possible, because if the interchange is full the MP will hold the CO&E cars in town on another siding not accessible to the CO&E.

With the pigs spotted on the interchange, the steamer will then usually continue eastward to work that end of the line. Reaching the east end by car is quite simple, also. Simply take Main Street east across the CO&E tracks and then turn right on Old Ceral Springs Road and follow it until you reach the tracks again. On the west side of the road is the Ideal Coal Company's coal loading facility, and on the east side is the P&S Grain Company's elevator and the end of the line.

Completing its work at the east end, the train will head back into town, work the interchange again if needed and finish up the switching in the yard around 3:00 or 4:00 in the afternoon. As many as two or three MP trains may work the CO&E interchange in a day, but the outbound cars headed south are usually picked up by the MP during the night.

The 8.5 miles that separate the P&S Grain Company from the piggyback ramp west of Marion are some of the most unique in North American railroading today. After all, when was the last time you can think of a contemporary freight line being saved from abandonment by an all-steam short line?

TIMELESS AND TYPICAL scenes of short line railroading are created today as No. 17 pauses while Bill Schreiber goes forward to unlock the gate (**above**) at the MP crossing, or as the train backs through town (**below**) taking hoppers to the east end.

ROBERT R. HARMEN

THE "MORTON LOGGER", with a pair of U-boats and an F7B road slug, grinds its way uphill out of Tacoma, Washington, on June 19, 1974. The skeleton log cars are a strange anachronism to be snaking their way through the concrete jungle of the city. Unfortunately, this scene cannot be repeated, as the Milwaukee has withdrawn its operations from the West Coast since March 1980.

Photo Line

EVERETT N. YOUNG

BIG BALDWINS still survive around Birmingham, Alabama, if you don't mind their being re-engined with 1750-h.p. EMD prime movers. U.S. Steel AS616 165 was rolling downhill from the Wenonah sintering plant (**left**) with a train for the main steel mill in Fairfield on January 28, 1979. The unit is black with yellow stripes, and that kudzu can be almost carnivorous in the summer.

THE SOUTHERN can be big time railroading at its best, and a good example of that is the meet (**right**) at Pomona Yard in Greensboro, N.C., as First 83, with GP38-2 5015J leading two more '38's and a GP35 on 124 cars, exchanges greetings with hotshot 118 in the care of two SD40-2's bracketing an SD35 on 88 cars. The date is December 26, 1978.

MAX S. ROBIN

IT'S AUTUMN in more ways than one as a trio of Lehigh Valley U23B's and a "pup" lift the 93 cars of hotshot NE-1 bound for Niagara Falls through Treichlers, Pennsylvania, on November 9, 1975. The GE locomotives are only a year old, but they'll be wearing Conrail stenciling before the next year is out. The weather-beaten depot will be razed, and even the Northampton & Bath, whose boxcar resides on the house track, will cease to exist in a few years. Happily, the rest of the scene will remain pretty much intact, and D&H and Conrail trains will keep Treichlers alive for the next generation of fans.

Photo Line

DON L. HOFSOMMER

BREEZING ALONG with a train-load of passengers instead of iron ore, Duluth, Missabe & Iron Range 2-8-8-4 224 made a grand sight north of Proctor on the July 4 weekend of 1960. Those who rode the trip had only one complaint: She would have sounded better if they would have tacked about 50 loaded ore cars on behind the observation car!

GORDON S. CROWELL

THE OSAGE RAILROAD was an 18-mile short line from Foraker, Oklahoma—where it connected with the Midland Valley—to Shidler, Lep and Lyman, Ok., serving the Burbank Oil Fields of the Osage Indian Nation. 2-8-0 235 had the usual tank cars in tow on October 6, 1953. The road was abandoned in two years.

Photo Line

CURT TILLOTSON JR.

ROBERT L. HOGAN

IN AUGUST 1972, Amtrak used the *Rio Grande Zephyr* as the tri-weekly connection between its daily *Denver Zephyr* and its tri-weekly *California Zephyr* from Salt Lake City to Oakland. SP FP7 6459 had a family audience as it waited on Amtrak's CZ in Oakland's 16th Street Station.

In Search of Steam

BY MIKE EAGLESON

Steam in Asia

Asia still has a tremendous amount of steam in use. The world's two largest users of steam today are China and India, and both countries have recently settled down to standardizing the remaining classes but still have a wide variety of older locomotives. Elsewhere, Asia has an extremely varied assortment of motive power from steam rack lines and sugar plantation operations to 4-4-0's on passenger runs and the world's last enginehouse with 100% Mallet allocation.

Generally speaking, the airfare to Asia is quite expensive due to the great distance, but railfan-style accommodations, once there, can be relatively inexpensive, though spartan in amenities by our standards. (Japan is the exception, being one of the most costly countries in the world in which to travel. However, little steam remains there outside enthusiasts specials and historical preservation.) Off the beaten path travel in most of Asia can be quite crude the the food very primitive to our Western palate. India and Indonesia have the added annoyance in that the railfan is frequently surrounded by 20 to 40 kids and curious onlookers who hover around as soon as you produce a camera. Their one English word "photo", is shouted over and over again in a chant, while you try to part the mob from in front of a locomotive for photography. A letter of identification and introduction, written in the native language, with authority to take pictures is highly recommended just in case you are stopped. It is mandatory in countries such as India, Pakistan and China.

Thailand

This country has without exception the consistently cleanest steam locomotives I have ever seen in regular service. Most locomotives are assigned to a regular crew who take great pride in uniquely painting their engine and polishing the boiler jacket. Brasswork, inside the cab as well as outside on the boiler, is highly polished as are the decorative designs. Each engine shed has an on-going cleanliness competition with the winning locomotive of the month wearing the laurels on its smokebox door. Most of the locomotives burn wood from eucalyptus trees, and the remainder are oil burners. Women frequently take part in the wooding-up process with elephants hauling the logs out of the wood.

The best spots to see Thai steam today are Chumphon, Thung Song and Hat Yai. I spent three days at Thung Song Junction in 1972 where three lines converge. Three-cylinder Baldwin Pacifics ran on passenger trains, while Japanese-built Pacifics and Mikados took turns on passenger and freight. MacArthur-class Baldwin and Alco 2-8-2's did much switching and handled the locals. Steam use is greatly reduced since I was at Thung Song, but it still is recommended for seeing major Thai steam classes.

Presently, 46 serviceable Pacifics and Mikados are waiting sale to Bangladesh. The main steam rebuilding shops at Bang Sue (in Bangkok) have nearby a collection of extinct classes of Thailand steam power on display outside, including the last Garratt, as well as rows of stored steam covered by dense jungle growth. I was warned about poisonous snakes *after* photographing each one of the vine covered derelicts. A steam excursion train with a Japanese-built 2-6-0 runs out of Kanchanaburi to the River Kwai bridge of World War II fame, on the "Death Railway Tour". A Pacific is on display at the bridge, and many engines are stuffed and mounted at stations throughout Thailand.

Taiwan

Until quite recently, Taiwan boasted one of the world's last extensive steam commuter services. Today, electrification has taken its toll and steam is held mostly for freights, ballast trains and breakdown coverage. Chia Yi is probably one of the best places to see Japanese-built 2-8-2's. Photography can be difficult at Chia Yi without a permit. Other remaining steam terminals are Hsin Chu and Ern-shui, which have 4-6-2's and 2-6-0's.

The Ali Shan Forest Railway at Ali Shan still has a few Shays in use for switching the logging road.

Korea

Good-looking North American style 2-8-2's still work the yard at Pusan. Like most of the world, steam use is at a low ebb here, too.

Malaysia

Although steam officially ceased in Malaysia in 1974, it can still be seen in action. Diesel shortages and mechanical unavailability have forced occasional return using a rather sturdy but rare class of North British-built three-cylinder, poppet valve 4-6-2's. I chased these smoky engines in a rented car on freights and passengers in 1972 and marveled at their off-beat three-cylinder exhaust.

Today, two Pacifics are held in running order by the Locomotive Preservation Society of Malaysia for use on "A Trip Down Memory Lane" steam tours, listed in the railway guide. However, the state railways have frequently "borrowed" the locomotives back (and fired up a few of their own reserve oil-burning 4-6-2's, as well) to cover diesel shortages around the capital at Kuala Lumpur. Incidentally, the Kuala Lumpur station is one of the most architecturally outstanding railway stations in the world today. The "refuse cans" on the platform are smoke stacks from scrapped steam locomotives!

Steam is stored at the main workshops at Sentual on the line to Batu Caves, as well as the steam shed at Gemas, further to the south. The remaining serviceable Pacifics are held at the Bangsan Road roundhouse (unusual for Asia) at Kuala Lumpur. Across the road at the National Museum are preserved an 0-6-2T and a smaller class of 4-6-2.

Steam trains can be chartered by parties by contacting the Director of Commerce, Malayan Railways, Jalan Hishamuddin, Kuala Lumpur, 01-34 Malaysia.

Please send foreign steam news directly to Mike Eagleson, 73 Douglas Road, Glen Ridge, NJ 07028.

Pakistan

Rostering upwards of 500 steam locomotives, this country is a prominent user of steam today. Among the more active classes are 4-4-0's, 4-6-0's, 4-6-2's, 0-6-0's, 2-8-0's and 2-8-2's on both broad gauge and metre gauge systems. Some of the better engine sheds are located at Sukkur, Lahore, Rawalpindi (steam runs over Khyber Pass), Mirpur Khas and Khadro.

I have not done Pakistan myself, but those I have talked to report that it is difficult traveling with frequent hotel and food problems. It should not be attempted alone. Children difficulties are beyond being an annoying nuisance. One fan was recently stoned by more than 200 angry children when attempting to photograph steam at Malakwal, a good steam center.

Indonesia

This island country is one of the world's more interesting steam spots in terms of unusual motive power still in regular service. For the big-steam North American enthusiast, the all-Mallet shed at Cibatu must be the highpoint with 2-6-6-2's and the rarer 2-8-8-2's prominent. Tank Mallets are there as well. Actual steam use in Indonesia is at a low ebb however, with trains frequently a half day late or cancelled altogether due to fuel shortages, breakdowns, crew problems etc.

Nevertheless, Indonesia promises plenty of engine pictures with hot locomotives sitting for days "on shed", or slowly switching dilapidated cars in the weed-infested yards, while dozens of curious children follow you about the locomotives. Sun-wise, August is the best month of the year to do Indonesia to avoid rain, but be prepared for terrible humid heat for yourself and your film.

Other motive power includes rare 2-4-0T's, 4-6-4T's, 2-6-4T's, 2-8-4T's, 2-8-2's and a wide variety of tank engines including tank Mallets. A rare 4-6-2 is preserved, as well. Good steam centers include Madium, Kediri, Malang, Rangkesbetung, Jatinegara, Cianjur, Tegal, Solo and Kertosono, among others. Photo permits may be obtained from the railway headquarters in Bandung in the *morning only*. Be sure to ask for the permit to cover the steam works in Madium, which has a collection of extinct classes in the weeds and others awaiting rebuilding.

India and China, the world's two largest steam users with more than 17,000 locomotives on the roster, will be covered in upcoming columns.

PHOTOGRAPHY: DONALD R. KAPLAN, EXCEPT AS NOTED

Changing traffic patterns are diminishing the usefulness of the South Shore's fabled "Little Joes", and it looks like 1980 will be their last year of service.

by Dr. Donald R. Kaplan

A unique chapter in U.S. motive power history is rapidly drawing to a close. Along with the slowly fading fleet of GGl's in the Northeast, the South Shore Line's famed "Little Joes" represent the last of a generation of classic electric locomotives operating on the North American continent. The demise of the Milwaukee Road's electrification and the retirement of its Little Joe fleet in June 1974 produced the irony that the last American representatives of this Russian fraternity should make their final stand on a short line, former interurban railroad—The Chicago South Shore & South Bend—in a service for which they were never intended, the switch run between Gary, Indiana, and Kensington, Illinois, on Chicago's south side. Yet despite their anomalous setting, the South Shore's famed 800's have served the railroad in all lines of duty for 30 years and might be able to do so well into the future were it not for the changes in technology that have left them bereft of spare parts which are critical to their continued operation. Hence, just as the ranks of GGl's are being thinned by the inroads of E60's and new Swedish/EMD counterparts, the handwriting is on the wall for the last two 800's as the South Shore looks forward to the acquisition of ten new EMD GP38-2's in December 1980. As a salute to these giants of electric traction, let's take an in-depth look at their origins, characteristics and operation in their final tour of duty on the nation's last interurban.

Origins

The broad outlines of how these famed General Electric units came to reside in the Americas rather than Russia are familiar to most railfans, yet some of the details are worth recounting for the sake of an historical perspective. As part of the postwar lend-lease program, in March 1946 the Soviet Union placed an order with General Electric for 20 double-ended, 273-ton 2-D+D-2 5500-h.p. electric locomotives for use in an electrification of one of their major rail lines. The locomotives were to be dual service road engines operating on 3300 volts d.c. and five-foot gauge track in mountainous terrain. Manufacture was assigned to the Locomotive and Car Equipment Division of General Electric at Erie, Pennsylvania, and three Russian inspectors were sent to the Erie plant to supervise their construction. A special three-mile long, five-foot gauge test track was built to test these locomotives near the Erie Locomotive Test Building.

As construction proceeded, international relations between the U.S. and U.S.S.R. cooled considerably and there were hints that GE would have some problems shipping the locomotives to Russia. Thus, by September 1948 eight locomotives had been completed (serial nos. 29913-29920) but were stored temporarily in the northeast section of the plant pending clarification of U.S.-Soviet relations. But as the Cold War intensified, the three Russian inspectors returned to the U.S.S.R. in September 1948, and in October the U.S. State Department placed an embargo on the shipment of strategic materials to the Soviet Union. Ultimately the order was cancelled.

Prior to the actual cancellation, GE had predicted the outcome but had decided to complete the order anyway and store the locomotives in Erie. They hoped to find another buyer either in the U.S. or in South America where 3000-volt d.c. systems were being used. Two special storage tracks were built north of the Test Building in August 1948, and those locomotives already constructed were transfered from the spare plant track to the new storage tracks.

Because the order cancellation came at a

The 800's

time when a number of the units had been completed or were partially assembled, the first 14 locomotives (serial nos. 29913-29926 completed May-December 1948) were built to original Russian specifications, including five-foot gauge. However, when it became clear that GE would have to seek another market for them, they built the last six (serial nos. 29927-29932) to standard gauge. In addition, the final unit (serial no. 29932) received roller bearings on its eight driving axles in place of the friction bearings specified for the drivers by the Russians (all pony axles were to receive roller bearings in the original order).

With its 3000-volt d.c. electrification, the Milwaukee Road was the only domestic line to show an initial interest in the Russian engines. They arranged for one of the standard gauge units (serial no. 29927) to be used as a demonstrator. Because of greater wire height, the unit had its pantographs raised on platforms and its European-style buffers exchanged for AAR-type couplers. The unit was given road number GE750 and shipped to the Milwaukee Road on December 24, 1948. It returned to Erie in April 1949.

In general the tests were successful, but the Milwaukee was reluctant to make a purchase at full price because of the extensive regauging and conversion of equipment to AAR standards that would be required. Perceiving that GE was anxious to find a buyer, the Milwaukee offered one million dollars for all 20 units (less than 1/5 of the original cost). GE rejected this offer but would negotiate a new arrangement with the Milwaukee Road a year later.

In the meantime, the Chicago South Shore & South Bend interurban line in northwestern Indiana had experienced a postwar boom in freight business and needed more freight power to augment its aging fleet of steeplecab locomotives. At one point the South Shore had contemplated building the new engines in their own shops and had made some preliminary designs. But when the Russian locomotives came on the market at bargain prices, they abandoned this idea. In the spring of 1949 the South Shore purchased the last three standard gauge units built (serial nos. 29930-29932) at a total cost of $270,000—the price Russia was to pay for a single unit. The three were shipped from Erie on their own wheels on May 10, 1949, and were received in Michigan City on May 12th. Rewiring from 3300 to 1500 volts d.c. was carried out in the South Shore's Michigan City Shops, and the first number to be completed was the 803 (serial no. 29932) in September 1949. The 801 (serial no. 29930) and 802 (serial no. 29931) were put into service soon thereafter.

Interestingly, when the South Shore rewired the locomotives they managed to change the motor connections in such a way that same voltage was applied to the motors on any control step of the 1500-volt system as they would have had on the 3000-volt system. Thus, the South Shore's 800's have the same horsepower ratings and service capacity as rewired as they would have had originally.

It was not until the following year that arrangements were made to sell the remaining 17. The Milwaukee Road purchased twelve units including the three remaining standard gauge locomotives (serial nos. 29927-29929) which were shipped from Erie on their own wheels August 2, 1950, and nine of the five-foot gauge engines (serial nos. 29916-29922, 29925, 29926) which were disassembled and shipped on flatcars that September. Since the Milwaukee had purchased all twelve in "as is" condition for a total of $1 million, the necessary modifications including the gauge change on the five-foot units had to be done in their own shops.

The last five (serial nos. 29913-29915, 29923 and 29924) were sold in September 1950 to the Paulista Railway of Brazil for its 3000-volt d.c. electrified trackage out of São Paulo. Regauging to the Paulista 5′ 3″ track was done at Erie, and shipment was made between January and April 1951. To this day the Paulista units continue in operation and could be the last of the famed 20 to see service.

Incidently, the term "Little Joe" (obviously a parody on their size and reference to Josef Stalin) was apparently never used by South Shore personnel to refer to their Russian locomotives. At first South Shore people called them "Molotovs", but later they simply referred to them as "the 800's." The Milwaukee shop forces have been credited with calling them "Little Joes", the nickname most consistently applied by the railfan community.

THE VERY IMAGE OF POWER and grace, the 802 ducked under the Cline Avenue bridge in Gary on June 15, 1979 (**opposite top**). Ten days later the 802 was caught at night in the Michigan City shop yard; earlier that day the 803 was on the Gary job (**left**) working the Georgia Pacific plant lead.

Characteristics of the 800's

Because they are among the last of their lineage, today the South Shore's 800's appear unique. But both their carbody and electrical designs represent more of an evolution than a revolution. Their basic streamlined, double-ended carbody was similar to the New Haven EP4 (passenger) and ER3 (freight) 2-C+C-2 locomotives built by GE in 1938 and 1942. Nor were the Joes the largest single-unit locomotive ever built. The two monstrous W1 streamlined double-ended, a.c. motor-generator engines built by GE for the Great Northern in 1947 were longer (101′ vs. 88′10″), heavier (360 vs. 273 tons) and had all twelve axles motorized (B-D+D-B). Nevertheless, for their time the Joes were reputed to be the most powerful single-unit electric locomotives built. The 750-type traction motors are considered to be the largest GE ever constructed, having a full field continuous rating of 345 amps, 640 h.p. at 1500 volts; their one hour short time rating is 375 amps and 690 h.p. at 1500 volts. With all eight motors, this translated into locomotive ratings of 5110 h.p. and 5530 h.p. respectively (as contrasted with 5000 h.p. for the GN W1) with tractive efforts of 77,000 pounds and 85,500 pounds on a continuous and hourly basis, respectively. Because of limitations in substation capacity,

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the South Shore restricted the motor current of their 800's to 300 amperes with all motors in parallel, but up to 500 amps could be drawn in series or series-parallel for short periods.

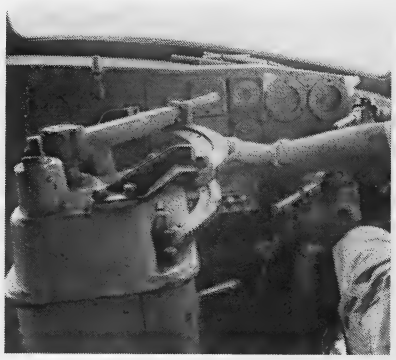
But in spite of being runner-up in dimensions to the Great Northern's giants, anyone who has seen the 800's on the South Shore would never call them "diminutive." Weighing in at 545,600 pounds in running order, they carry 405,600 pounds on their drivers. Their overall width is 10′7″, with a height of 15′0″ above the locked-down pantographs.

The 76′8″ long carbody is articulated on two, one-piece cast steel truck and pilot beds in such a way that the carbody swings laterally as the pony truck and drivers move around a curve. Because of their long, relatively rigid wheelbase, the South Shore's 800's are restricted to track with a minimum curvature of 16° (360-foot radius). Both the 37-⅜″ diameter guiding wheels and the 47-¼″ driving wheels have spoked centers and are fitted with tires. As mentioned above the 803 was the only member of the original 20 to have all twelve axles fitted with roller bearings at GE. 801 and 802 were delivered to the South Shore with the original friction bearings on their drivers. Both of these locomotives had their journal boxes replaced with roller bearings some time in the late 1950's as part of a program to reduce friction drag. At the same time friction bearings were also replaced on the passenger trailers.

In accordance with their train numbering procedure and designation of passenger car cabs, the No. 1 end is the east end of an 800, and the No. 2 end is the west end. The north side is called the "A" side and the south side the "B" side.

The 800's are rather basic d.c. locomotives. They have eight 1500-volt traction motors, each "nose hung" in the typical diesel manner on a driving axle and transmitting power to the wheels through a pinion and bull gear. The power fed to the motors from the 1500-volt overhead is controlled by introducing banks of "accelerating resistors" into the line and by altering the series/parallel groupings of the motors the same way a diesel makes "transition".

The 800's are equipped with GE type-P electro-pneumatic control with a master controller in each cab. Unlike a diesel, in which the engineer controls only the power output through the throttle, and transition and shunting functions are taken care of automatically, the engineer controls all of the functions manually on an 800. The large master controller has three interlocked control levers: the reverse lever, the throttle and the short field lever. The reverse lever is as simple as its name implies, but the other two are a bit more involved.



THE CAB OF 802 shows the upper ratchet as the short field lever, the middle as the main throttle, and the small reverser key below.

The throttle—more properly called the "accelerating lever"—controls both the number of resistors on the line and the transition function. Each position or "point" on the throttle actuates a different combination of acceleration resistor contactors which put the proper number of resistors on the line for smooth graduated control. The throttle moves on a ratchet with 37 points. The motors start out in a "Series" configuration with four motors linked in series and the two groups of four in parallel. They stay in Series through the first 16 throttle positions, and that 16th is called the Series "full field running point"—that is, wide open in Series. Pulling out to point 17 kicks the motors into the "Series-Parallel" configuration, with each set of two motors linked in series and the four groups of two in parallel. Throttle positions 17 through 25 are the Series-Parallel resistance points, with point 26 being the Series-Parallel full field running position. Point 27 actuates the final "transition" stage putting all eight motors directly in parallel to the 1500-volt line. Steps 27

through 36 are the Parallel resistance points, with the 37th notch being the Parallel full field running point—all motors in parallel at 1500 volts and no resistors in line: wide open.

This would all be quite simple, except for a characteristic called "counter electro-motive force" (no, that's not the salesmen from La-Grange). Since, in their most basic form, a motor and a generator are essentially the same piece of hardware, any motor when it is rotating in its own magnetic field will begin to act as a generator and create a counter electro-motive force (counter-EMF) which resists and tries to neutralize the power being applied to make it turn. When the counter-EMF generated within the motor equals the the power being applied to the motor, the motor will continue to run but will not be able to accelerate—this is known as its "balancing speed". To make the motor go faster, more power must be applied or something must be done to reduce the counter-EMF. In both electric and diesel locomotives, the counter-EMF is reduced by "field shunting" which bypasses the field current out of a number of the field magnets in the motor to reduce its efficiency as a generator of counter-EMF; this permits the motor to accelerate again to higher speeds.

On a modern diesel this field shunting is done automatically, but on an 800 it is done by the engineer with the "short field lever". Interlocked with the throttle so that it can be engaged only in one of the three full field running positions (points 16, 26 and 37), the short field lever can introduce two steps of shunt—thus "wide open" on an 800 would be throttle position 37 with the short field lever in its second notch. Although shunt can be applied in both full field Series and Series-Parallel, the engineer will generally initiate the next transition while accelerating rather than to shunt in anything short of notch 37. With full throttle and full shunt, the maximum allowed speed is 68 m.p.h.

As originally built by GE, the Little Joes were equipped with regenerative brakes (dynamic brakes). However, they were not considered necessary for the South Shore's profile and were eliminated during the rewiring process. The short field lever was originally also the dynamic brake lever, but the ratchet latch that actuated the braking positions was removed and the handle now only functions in the field shunting positions.

The auxiliaries on the 800's are powered by two motor-generator/blower sets, one located at either end of the equipment compartment between the two cabs. Each set consists of a 1500-volt motor driving a shaft on which is mounted a 50-volt d.c. generator and one blower. The motor-generator/blower sets are running whenever the locomotive is energized, and the air from the blowers is used for both traction motor and resistor cooling. The 50-volt generators supply current for running two electrically-driven air compressors as well as power for lighting, control circuits and battery charging (the 50-volt control current is supplied by a 24-cell storage battery charged by one of the motor-generator sets). The cab heaters, however, work directly off the 1500-volt line current.

The 1500-volt power is collected by two double-shoe, air-raised and spring-lowered pantographs (just the opposite of the pantographs on the passenger cars) with a normal operating range of 15′3″ to 22′6″ above the ground. Each pantograph is under the control of an individual magnet valve. One of the locomotive's safety features is that the pantograph control is interlocked with the high voltage equipment compartment door. Should the door be opened when the pantographs are up, they will drop automatically. If there is no air in the engine, the pantographs can be raised with a hand pump located in the No. 1 end, Aisle A equipment compartment.

Two boxes on either side of the locomotive

IN CANYONS AS DIVERSE as U.S. rails can produce, two electric locomotives intended for the rails of Soviet Russia became American classics. Running in multiple with four GP40's, Milwaukee Road "Little Joe" E79 was accelerating hotshot XL262 out of Avery, Idaho, in July 1969 (**left**), while ten years later South Shore Line 802 was banging across the Stanray industrial lead and the B&OCT main line in Hammond beneath the Indiana Toll Road. Both "Joes" had something in common when photographed: they were within a few years of their demise.

MICHIGAN CITY SHOP keeps the 800's healthy. Electricians Joe Reed and Bob Sobkowiak (**above**) worked on 803 on June 21, 1979, and a carman (**left**) checked the brakes.

carry a total capacity of 6,000 lbs. of sand, and it is delivered to the drivers for operation in either direction. The sander pedal in the cab controls the flow, while the reverser position determines which end gets the sand.

Motor protection is provided by overload relays, one for each motor pair. In addition, there is a high speed circuit breaker and wheel slip indicator. Fuses protect the motor-generator sets, heaters and lightning arrestor. There also are circuit breakers for protecting the control circuits as well as fuses to protect the battery and air compressors.

Each locomotive is equipped with Westinghouse 8-EL air brake equipment with independent and automatic (train line) valves mounted on a single pedestal in each cab. In addition, there are the two 150-cubic ft./min. cross-compound air compressors with governors driven by the motor-generator sets supplying a pair of main reservoirs in each nose. A safety valve protects against excessive main reservoir pressure. Compressed air is used for the electro-pneumatic equipment in the control circuits as well as the air brakes.

When the 800's were first delivered from Erie they were painted gray and still bore signs of their Russian influence such as the mountings for European-style buffers. However, the buffer posts were blanked out by the South Shore shop crews during the locomotive rewiring, and their buffer mountings eventually ground down so that today the outlines of the buffer sockets are barely detectable on the sides of the pilot. As they were outshopped, the carbody of each unit was painted traction orange with a maroon stripe at the base and center stripes converging on the nose, in addition to the silver pilot—a scheme that they have worn to this day. A GE photograph of demonstrator unit GE750 as it was sent to the Milwaukee Road in 1948 shows it painted in a pattern (albeit with different colors) virtually identical to that worn by the 800's, suggesting that the South Shore may have adapted their paint scheme from this GE prototype.

The fleet today

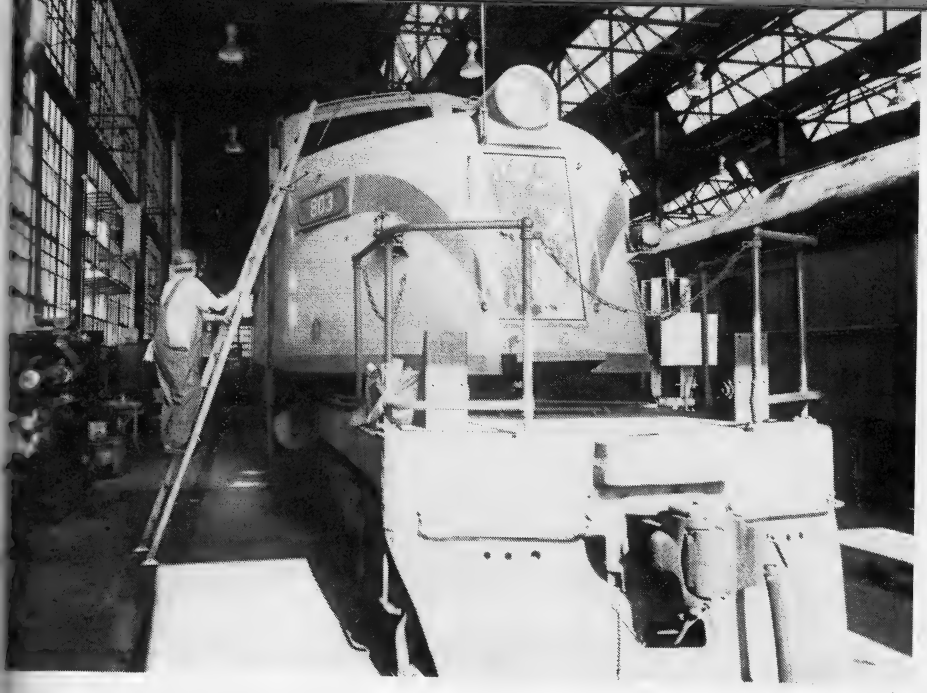
Compared to some of their other equipment, the South Shore's 800's have been relatively free of serious maintenance problems and have been fairly reliable locomotives. For example, in contrast to the passenger cars with their annual winter epidemic of traction motor short-outs and freezes, the mammoth 750-type motors of the 800's have been less of a problem because their blowers keep snow and dirt from getting into the motor proper. And while most personnel agree that these engines were too big and never really appropriate for a railroad of this size or character, they all have a great deal of admiration for them. They are viewed as classic but outmoded examples of electric motive power.

What has limited the 800s' service life on the South Shore has been the two-pronged dilemma of availability of spare parts and the locomotives' excessive current draw on the worn-out substation equipment. While the latter has severely restricted their potential and service flexibility, the former has been the greatest threat to their longevity. Being 30 years old and the last three locomotives of their kind in the U.S. has meant that there is a minimal demand for parts. Many of the electrical components such as group and line switches and resistors can no longer be obtained on the market and must be either manufactured anew or scavenged from other sources. One of the most difficult components to come by, interestingly, are the wheels. Having spoked wheel centers fitted with tires, the tires must be special ordered almost a year in advance and at a very high cost.

It was just these problems of parts availability that necessitated removal of the 801 from service in December 1976. Since that time it has been stored at the east end of track 12 in the Michigan City coach yard (behind the old shops) at the head end of a deadline of partially dismantled passenger cars. To date, two pairs of drivers with their motors have been removed from the 801's No. 2 driver truck along with one of the motor-generator sets, as well as the switch groups and line switches mentioned above.

Ironically, of the three, the 801 wears the best paint of the 802 and 803 in order of quality, yet it suffers the ignominious fate of complete immobility as a result of its number boards being stolen by vandals one weekend more than a year ago.

Today the 802 and 803 are inspected and serviced twice a month. One inspection is simply called "shopping", and the second is



FOR ITS BLUE CARD inspection, 803 was in the Michigan City shop with carmen Kennedy and Albano (**right**) draining condensation from the air reservoirs in the unit's nose.

the federally required "blue card" inspection, at which time a report must be filed with the Federal Railroad Administration. Blue carding differs from shopping only in that many of the components are lubricated at that time.

During the servicing periods, carmen (including air brake specialists, machinists, steel gang and carpenters) and electricians go over the shopped engine with a fine tooth comb. The carmen inspect and exchange brake shoes, check the wheels and brake rigging and make any adjustments that are necessary. If there are motors or wheels to be changed, they do this also. In addition, they service the handbrake and drain any water that has condensed in the air reservoirs.

Those carmen who specialize in air brake work will test the brakes for proper function and leakage. During a blue card period they may also take the cylinders apart and grease them and lubricate the valve parts. Machinists may be called in if roller bearing or drawbar work is needed. Less frequently, members of the steel gang will inspect and make repairs to the body while the carpenters take care of problems with the doors and windows.

The most extensive work done during a shop period is that by the electricians. They check out all of the motor brushes and ground shunts. They inspect all of the contactors in the high voltage cabinet including those for the cab heaters, defrosters and compressors. In addition they check the contactors on the motor-generator sets and high speed circuit breaker by measuring their gap distance and removing any burrs that may have developed on them. They also check out the series-parallel switch and pull out its pistons for lubrication and cleaning. During the blue card period the pantographs are also inspected to see if the frames are bent and if the bushings are burned. They also dismantle the pantographs' air cylinders and lubricate them. At the end of the inspection period they notch up the controller at least three times and make sure that all contacts are properly established and that there is no loss of air through the pistons.

In addition to these biweekly service periods, once every six months each unit is put through an extensive program called "electrical testing." At this time all resistors are checked out to see that none are burned. All contactor fingers are examined for wear and tear and removed at this time and either filed down or, if necessary, replaced. In addition, all other electrical components that need replacement are changed out at this time.

Hence, it's clear that a large element in these units' long service life has been due to the meticulous attention that the Michigan City shop crews have lavished on these aging but well-constructed motors.

Service: past and present

In contrast to the present emphasis on heavy unit trains, when the 800's were first put into service in late 1949 the South Shore was engaged largely in bridge and interchange traffic actively solicited by a nationwide staff of off-line freight agents. This overhead traffic was generated on the assumption that with its east-west corridor line intersecting many Chicago rail lines, the South Shore could move freight faster than having it tied up for days in the crowded Chicago terminals of the major railways.

Thus in their early years the 800's served in the general freight pool handling a variety of interchange and long haul duties (except for switching tasks, which were assumed by the 900 and 1000 series steeplecabs). For example, the 800's worked the general merchandise and commodity freights between Michigan City and Burnham or Kensington. They also hauled the per diem trains for the then extensive interchange work with the New York Central at both Olive and Bendix (near South Bend). While they were never specified as a switch engine, much of their closely spaced interchange work in and around Michigan City amounted to a glorified switch job.

In their heyday in the 1950's, the 800's would also pick up coal deliveries for the Northern Indiana Public Service Company (NIPSCO) generating station in Michigan City from the NYC at Olive (near New Carlisle), but these coal drags and others for Gary never approached the tonnage handled in the unit trains today. After the Bailly generating plant was opened in 1962, the 800's were used to haul coal to this station, but this was before NIPSCO purchased a fleet of 100-ton, flat-bottomed gondolas. With the introduction of these larger capacity cars, the 800's were limited to 30 cars or 3000 tons maximum. The locomotives have the tractive effort to move the typical 10,000-ton trains of today, but the substation capacity is just too low to permit these engines to operate at their full potential.

For a while the railroad experimented with different motive power combinations in order to move the heavier trains, including using a push-pull system with an 800 on the point and either another 800 or a pair of 700's (rebuilt NYC R-2 C-C boxcabs) on the rear. By this method they could move about 4500 tons, but it necessitated a second round trip to move the other half of the 90-car train.

In 1969, when the South Shore was forced to dieselize in order to serve the new Burns Harbor plant of Bethlehem Steel, it became obvious that the diesels possessed the ability to handle the 90-110 car unit trains more efficiently, and this marked the beginning of the decline in significance of the 800's in the South Shore's motive power picture. They simply were too large to handle some of the tighter switching chores, and the status of the electrical distribution system limited their use on the heavier road hauls for which they were originally intended.

From about 1972 to 1975 the 800's continued to do a variety of odd jobs including occasional stand-ins for the 700's assigned to the Gary switcher, as well as the per diem runs to Olive interchange. When the 700's were taken out of service in late 1975 because of the problem of obtaining wheels, the 800's

CREEPING DOWN INDUSTRIAL LEADS rather than expediting the merchandise over the main line has become more typical of the recent life of the 800's. The 802 was pulling the loads from the Harbison Walker plant in Hammond (**above**) on June 20, 1979. On June 17th, it had held in the clear (**below**) in Gary to let westbound plug 168 pass.

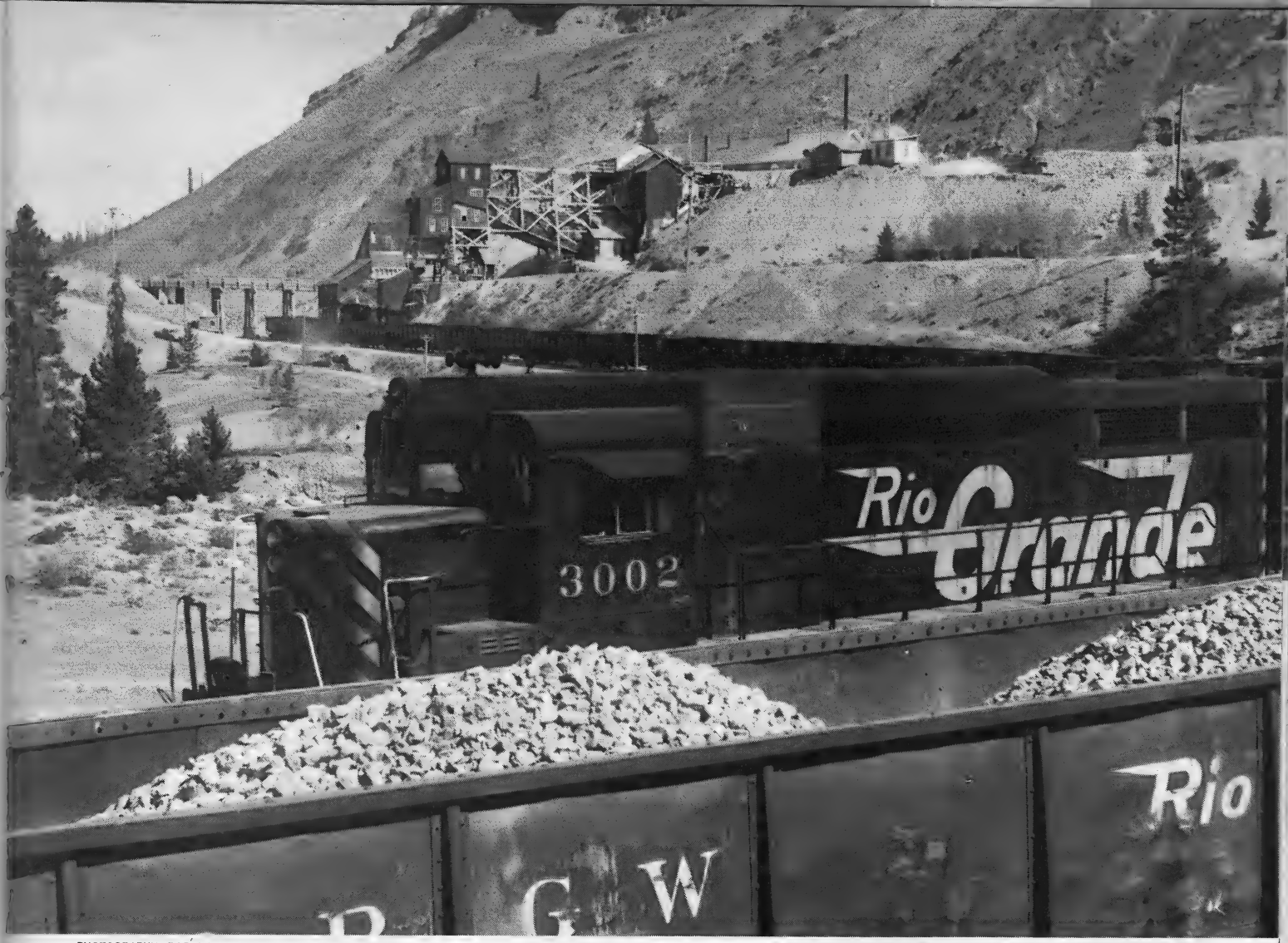
officially took over the Gary switch run in February 1976, and this has been their main assignment ever since.

Today the 800's work the switcher service between Gary and 115th Street, Kensington, six days a week (Monday-Saturday). The 802 and 803 usually alternate on this run at service intervals of about two weeks. While one unit is stationed at Gary the other is at the shops in Michigan City for either blue carding or shopping. On occasion the unit stationed at Michigan City will be used for interchange and switching duties at South Bend. Also, when it returns to Gary it often is used to haul empties from the Michigan City generating plant back to Hammond or Burnham.

On more than one occasion the 800 at the shops has been used as a snowplow on the Michigan City-South Bend end of the line where heavy snowfall and drifting in the rolling terrain can clog the eastern sector. With its heavy cast steel pilot and its great weight, an 800 can be an effective plow for bucking drifts. Some employees have recounted a recent winter when drifting was so great in the vicinity of the C&O overpass just east of the shops that snow was up to the windshield of the 803 and explains its rusted No. 1 nose door. In times past the railroad used a Jordan spreader to plow out the line, but when this was sold to the Louisiana Midland R.R., the South Shore had to rely on an 800 to clear the line.

Next issue

Since the Gary switch job is where most railfans will encounter an 800 in service today, we'll take a detailed look at the job from lineside and in the cab to see how one of these classics performs in its daily chores in the September 1980 RAILFAN & RAILROAD.



PHOTOGRAPHY: ROBERT R. HARMEN, EXCEPT AS NOTED

The Monarch Minuet

by Robert R. Harmen

Rio Grande GP30's have replaced the narrow gauge Mikados.

Each summer they waltz back and forth on the mountainsides in the fashion of the minuets of long ago. "They" refers to the men and machines of the Denver & Rio Grande Western Railroad's "Monarch Turn". Steep grades, sharp curves and heavy loads demand an almost slow-motion handling of trains on this branch line located high above Salida in the Colorado Rockies.

Each year as the snow melts away from the east slope of Monarch Pass, the limestone quarry of the CF&I Steel Corporation begins another season of mining. Because mining operations are far too dangerous during the long winters at the 10,500-foot-plus elevation, enough limestone must be mined to stockpile the steel mill in Pueblo, Colorado, with sufficient quantity to last until the quarry can open again next summer. While limestone is vital to quality steel production, it is not required in the hugh quantities of iron ore and coking coal.

So, with the opening of mining operations—typically May through November, depending on weather conditions—we find the D&RGW preparing a quantity of GS drop-bottom gondolas for "Monarch rock loading only". These cars are fully tested and inspected, and all their brakes are replaced with heavy duty shoes. One caboose is also readied in a similar fashion. The cars and caboose are forwarded to Salida, and additional cars will arrive almost daily throughout the summer. For motive power, two GP30 locomotives are left at Salida each Sunday for a week-long assignment on the branch. The Geeps are picked up after Friday's run is completed and the loaded cars are picked up daily for forwarding to Pueblo. The routine for the Monarch Turn is a five day week, Monday through Friday. The empty westbound train is No. 797, while the loaded eastbound train is 796.

On a normal day's run, the 797 de-

THE BIG "S" CURVE above Maysville where the line crosses U.S. 50 and loops back eastward while climbing the valley is a photographers' favorite. 3017 was downbound on August 24, 1979, while 3013 was climbing on October 8.

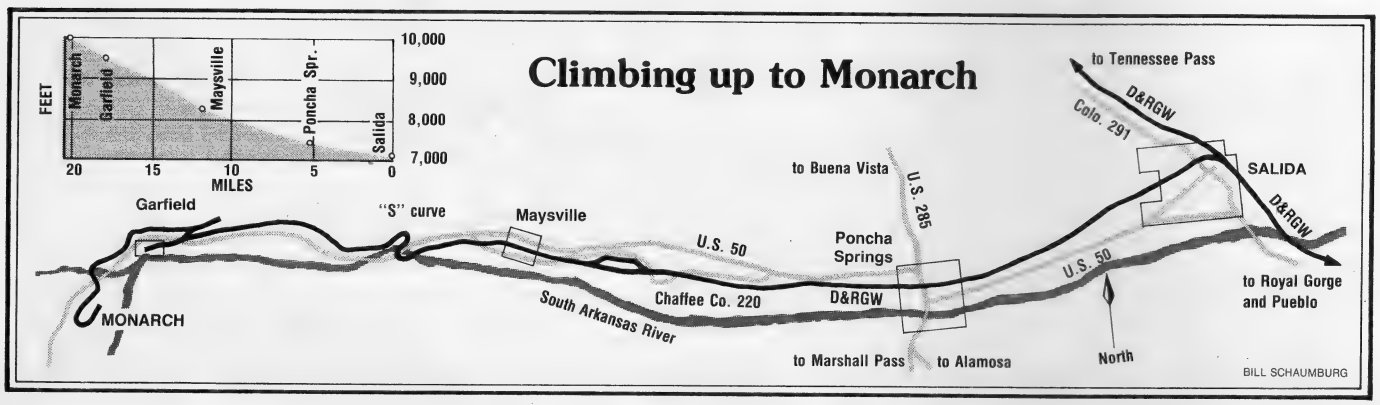
parts Salida shortly after the 8:00 a.m. on-duty time. The first 9½ miles are easy running at speeds reaching 20 miles per hour. Arriving at Maysville, all gondolas in excess of 17 cars are placed on the siding. Reassembled, the train then proceeds up the pass, waltzing around the huge "S" curve which begins at Milepost 228.5. This is the start of the 4½% grades and curves of up to 24 degrees. The track loops upon the valley floor and then heads eastward up the canyon's north side, looping back westward around the head of the ridge between the South Fork of the Arkansas River and a small creek. This "S" curve is the first of two engineering feats used to gain a lot of elevation in a short distance.

Further up the canyon, at Milepost 233.4, is the community of Garfield and the lower tail track of the second engineering feat, the Garfield Switch(back). Through the use of a short backing movement while still climbing, a considerable increase in elevation is attained. The train is pulls beyond the lower switch, backs up the middle level and then proceeds on up the canyon passing through Garfield again, this time on the uphill side.

Upon arrival at Monarch, the train is stopped at the siding and the locomotives are run around the train and coupled behind the caboose. The train is then pushed through the yard and onto one of the two supply tracks. The Geeps are cut off and proceed to the east end of the yard to begin assembling the loaded cars into a train. The caboose is dropped onto the rear end of the train by gravity, the same manner used by CF&I Steel personnel to place empty cars at the tipple and loaded cars in the yard area. As the train is assembled, the air brake retainer valves are set up in the 20-pound position. The retainer maintains the brakes in an applied state at all times while still allowing the wheels to roll at reduced speeds. After a complete air brake test, the train heads east on a leisurely eight-mile-per-hour run down to Maysville. The crew often stops at the lower tail track at Garfield for an hour lunch break. This hour also gives the CF&I Steel crews extra time to load cars.

After lunch and upon arriving back at Maysville, the loaded cars are exchanged for empty cars and the train waltzes back to Monarch for more loads. Returning to Maysville the second time, the loads are assembled into one train for the last portion of the day's trip and the retainers are returned to the off position. Arriving back in Salida, the loads are placed for pick up by the next eastbound train on the Royal Gorge main line, and the crew signs off after a typical ten-hour day.

Access to the Monarch Branch is generally good. U.S. Highway 50 follows virtually all of the line. Leaving Salida, the highway follows along the south side of the track. At Poncha Springs the highway crosses to the north side and strays away from the tracks until Maysville. Chaffe County Route 220 deviates from the main highway to follow the valley floor and the track, returning to U.S. 50 at Maysville. Past



JOHN KRAUSE

THE LOADER AT MONARCH has changed surprisingly little over the years, but the track arrangement has been altered considerably. In 1954, when K36's 480 and 481 were working, the main line passed in front of the loader, whereas today the main climbs the other side of the valley and swings around what used to be the wye to approach the loader from the opposite direction. The GP30's were shoving 17 empties in August 1979.

GAYLE HARMEN

Maysville, the highway crosses the tracks again at the lower curve of the "S". The track is now above the highway and will remain so as far as Monarch.

The crossing is just past the lower switch, so that the train has to pause on the highway and then back up the switchback without clearing for the passage of vehicular traffic. It's an easy walk up to the upper switch from this location. Arriving at Monarch and the quarry, the highway crosses for the last time and proceeds past the quarry and onward towards the summit of Monarch Pass. The mining area can be viewed from overlooks further up the highway or from the quarry entry road which is shared with a mining tourist attraction.

Precious metals were a very strong lure in the late Nineteenth Century, bringing many prospective millionares to the Colorado Rockies. Any likely spot would find a miner digging on his claim with hopes of hitting the Mother Lode. Any strike would find a town blossoming forth, and the railroad would probably be close behind in building into the area. The Monarch Pass area was no exception. Boom towns appeared at Maysville, Garfield and Monarch. These towns were originally Maysville City, Junction City and Chaffe City, but the names had been changed prior to the arrival of the Denver & Rio Grande Railway.

The narrow gauge main line had been built west from Salida in the fall of 1880, passing through Poncha (Springs) and over Marshall Pass, bound for Gunnison, Grand Junction and Salt Lake City. The Monarch Branch was started out of Poncha, now called Poncha Junction, in 1881 and reached Maysville later that year. The line was extended to Monarch in 1883. Service was initiated with a daily mixed train but was reduced to a twice-weekly run as the boom faded into history. The big change came in the 1920's when the Colorado Fuel & Iron Company, later to become the CF&I Steel Corporation, purchased the mountain of limestone overlooking the town of Monarch. Limestone is used as a flux in the steelmaking process and ore smelting. The heavy traffic demands placed on the branch by the limestone traffic resulted in many changes. The light rail was replaced with heavier steel along with other improvements to allow heavier trains with larger locomotives. By the 1950's, although still three-foot gauge, the branch saw regular movements of 55-car trains powered by two K36 or K37 Mikados. The loads of limestone were transfered to standard gauge cars by a barrel transfer in Salida.

Abandonments by 1951 found the

Monarch Branch totally seperated from the rest of what remained of the narrow gauge empire. A decision was made to convert the branch to standard gauge. Men and materials converged upon the line in August 1956. The old natural ballast was removed, new ties supported heavier rail, and the tail tracks were lengthened as much as possible. The yard arrangement at Monarch was changed to ease switching and train assembly. An EMD SD7 was tried on the "new" branch but was found to be far too rigid for the sharp curves and changing grades. An EMD GP9 became the primary motive power, and by the late 1960's a pair of the Geeps became the standard. As the GP9 became more a yard unit on the Rio Grande, 1975 found the normal power for the turn changed to a pair of GP30's, with occasional GP40/GP40-2's filling in. All SD type locomotives are forbidden on the branch west of Maysville.

At this time, the branch has a very good future. There is a massive amount of limestone yet to be mined and a steel mill which continues to need limestone in order to meet the demand for fine steel products. The Geeps should be waltzing up the mountainsides for many years to come.

GAYLE HARMEN

APPROACHING THE LOWER SWITCHBACK, the GP30 will shove its consist up the 4½% to the upper switch (**right**) in August 1979. Back in 1954, the 485 was shoving only the first half uphill.

JOHN KRAUSE

The Cuyahoga Valley Line

by Ronald N. Johnson

JIM BOYD

The longest scheduled steam excursion ride east of the Rockies connects the cities of Cleveland and Akron, Ohio, with 27 miles of railroad spiced with surprising scenic delight. Situated in the hilly northeastern portion of Ohio, the Cuyahoga (*Ki*-yah-hog-a) Valley Line operates its ex-Grand Trunk Western USRA 2-8-2 and a train of heavyweight passenger cars on the Chessie System's former-B&O Valley Division on summer weekends. It is the second longest standard gauge steam trip in the U.S.A., and it's the only one that connects two major cities. It even made the Amtrak summer 1979 national timetable as a "Connecting Rail Service".

The route

The Cuyahoga Valley Line has operating rights over a 100-year-old railroad winding along the Cuyahoga River through the scenic Cuyahoga Valley National Recreation Area. The route follows a portion of the Ohio-Erie Canal, which inaugurated service in 1827 with 38 miles. Eventually 308 miles of canal were built between Lake Erie at Cleveland and Portsmouth on the Ohio River. This means of transport was a great boon to local people who could get their freight and themselves easily down the waterway, thereby avoiding the bumpy stagecoach.

As the railroad building fever took hold in the 1860's, local citizens of the Cuyahoga Valley began to wish for a railroad. Plans were announced to build a line through their area, but with no concrete financial backing, the scheme was dropped. It took the financial influence of a David L. King, secretary of the Akron Sewer Pipe Company and owner of many acres of local property, to get the project off the ground. On August 21, 1871, the Valley Railroad Company was incorporated with an estimated capital of $3 million. The line was to start in Cleveland and run via Akron, Middlebury and Canton. By the end of 1873, two-thirds of the roadbed had been graded and many of the needed bridges had been built.

As the Panic of 1873 gripped the country, money became extremely tight, holding up construction on the Valley Line. Subscribers of stock were unable to make payments, and the company was unable to sell bonds for further loans. It wasn't until 1878 that capitalists in Cleveland and New York decided to back the project if the capital stock was increased from $3 million to 6.5 million. This was agreed upon, and construction continued during that summer.

The first round trip passenger train left Cleveland on January 28, 1880. On the return trip, the 22-mile segment of line between Canton and Akron was made in just 38 minutes, with the entire trip from Canton to Cleveland accomplished in two hours. No time was wasted in starting regular freight and passenger service on February 2, 1880.

This gave the city of Akron two competing lines to Cleveland. For the first time the Cleveland, Akron & Columbus (Pennsylvania R.R.) had some competition. Although freight competition was on an equal footing between the two lines, the CA&C started its passenger service nearer downtown Akron, whereas people had to go outside the city to pick up the Valley Railroad passenger trains. The Valley remedied this situation in 1888 by building a side spur into the downtown section to pick up greater passenger patronage as well as generating more freight traffic from the flour mills.

Although the Valley Railroad was now an operating entity, the Ohio Canal still continued to handle large volumes of bulk freight in spite of losing its passenger traffic to the speedier ribbons of rail.

The economic level of the local area continued to improve with the railroad making its presence felt. A cheese factory at Hawkins, Ohio, turned a profit for the Valley. In addition, milk provided a substantial income for the railroad to the tune of $3,000 a year

Notice!

As we were going to press we received word that the Cuyahoga Valley Line may not operate in 1980 due to increased costs.

just from the 400-acre Howe farm which shipped this commodity from Hawkins station.

The Baltimore & Ohio Railroad got its fingers into the operation when it made known to financial circles that it wished to gain access to Cleveland via the Valley route. When brokers in New York heard about this desire, they bought up a majority of the Valley stock, turning it over to the B&O in the fall of 1889. From then on, that stretch of track became known as the Valley Division of the B&O.

Boom years continued for the Ohio-Erie Canal into the early 1900's. It would probably have continued as a viable transport entity but for a massive flood in 1913, which did irreparable damage. For 17 days rain pounded the area causing widespread erosion of towpaths and banks of the Cuyahoga River, including the roadbed of the B&O. Afterwards, the canal was never rebuilt but the railroad was.

Although at one time the Valley Division could boast of a dozen passenger trains a day, the service gradually dwindled down to one train each way a day—but this *Cleveland Night Express* carried coaches, sleepers and a snack bar lounge through to Baltimore and lasted until the early 1960's.

Today, the Chessie System keeps the Valley Division a viable north-south route for its solid ore trains. Consists of up to 200 ore cars are assembled in Cleveland and roll south to the New Castle steel mills. As a result, the line has been greatly upgraded with heavy rock ballast and welded rail. There is usually at least one ore train on the line every day plus a local freight.

The organization

The Cuyahoga Valley Line involves the cooperation of four separate organizations. The Midwest Railway Historical Foundation (MRHF) was chartered in Ohio in 1955 as a non-profit organization to preserve railroad equipment. It has been closely associated with the Midwest Chapter of the National Railway Historical Society, the group which supplies the volunteer workers who maintain the equipment and staff the train each weekend with safety personnel. The Cuyahoga Valley Preservation & Scenic Railway Association is responsible for handling ticket sales, scheduling, publicity and financial matters, while the Chessie System supplies the union train crew—although a volunteer fireman handles the actual firing of the engine.

The MRHF owns and maintains the engine and passenger cars used on the Cuyahoga Valley operation. Over the years it has amassed an impressive stable of 13 pieces of passenger equipment. Its train is a handsome matched consist of heavyweights in traditional Pullman green ranging from head end cars to a solarium observation. A New York Central RPO serves as a crew workshop and tool car, with a Norfolk & Western 1914 combine following up as the oldest car on the train. A number of distinctive ex-Erie coaches are easily recognizeable in the consist among other coaches from the Nickel Plate, NYC, Reading and Pennsylvania. The former-C&O "sleeping coach" *Fort Eustis* and solarium observation lounge *John S. Foster* (originally B&O/Pullman *Mount Baxter*) bring up the rear of the train. The *Foster,* named after the W&LE engineer who founded the MRHF, was the organization's first acquisition in 1954.

The engine

The foundation was fortunate to be in the right place at the right time to acquire GTW Mikado 4070, an engine with a remarkable and significant history. During the First World War, the United States Railroad Administration (USRA) was created by the federal government to operate the nation's railroads during the national emergency. One of the USRA's most radical—and successful—programs was the creation of twelve standard locomotive designs to ease maintenance problems and avoid any expensive failures of experimental designs. One of those designs was for a Light Mikado with 200 lbs. of boiler pressure, 63-inch drivers and 54,600 lbs. tractive effort; in total, 625 such engines were built on government order, by far the most numerous of any USRA design. The June 1918 government order for 25 GTW, 25 NYC and 20 Oregon Short Line USRA Light Mikados from Alco included builders number 60319, Grand Trunk Western 474, which ultimately became the 4070. Of the total of 625 Light Mikados ordered by the government, the 4070 is the only one still serviceable today, although at least two other "originals" (B&O 4500 at Baltimore and LE&W NKP 587 at Indianapolis) and a number of post-WWI "copies" are still in existence.

Since there was little variation among the government engines, it would be safe to assume that the 474 received her distinctive extended smokebox and enclosed Coffin feedwater heater during the 1925 shopping which saw her emerge with a new number, 3734. The 3734's career was typical of a GTW Mikado, working both freight and commuter service out of Detroit and ranging from the Michigan branch lines to the Chicago main line. In 1948 she was selected to serve as backup engine for President Truman's campaign train. Most of her later years were spent on the Michigan lines radiating out of Durand. During the mid-1950's, when most other railroads were retiring their steam engines, the GTW was acquiring quite a reputation as a steam hold-out. In 1958, the 40-year-old 3734 went into the Battle Creek Shops and emerged with a larger tender and a new number, 4070. She spent her final months assigned to Pontiac, Michigan, han-

DAVID R. HANNA

JIM BOYD

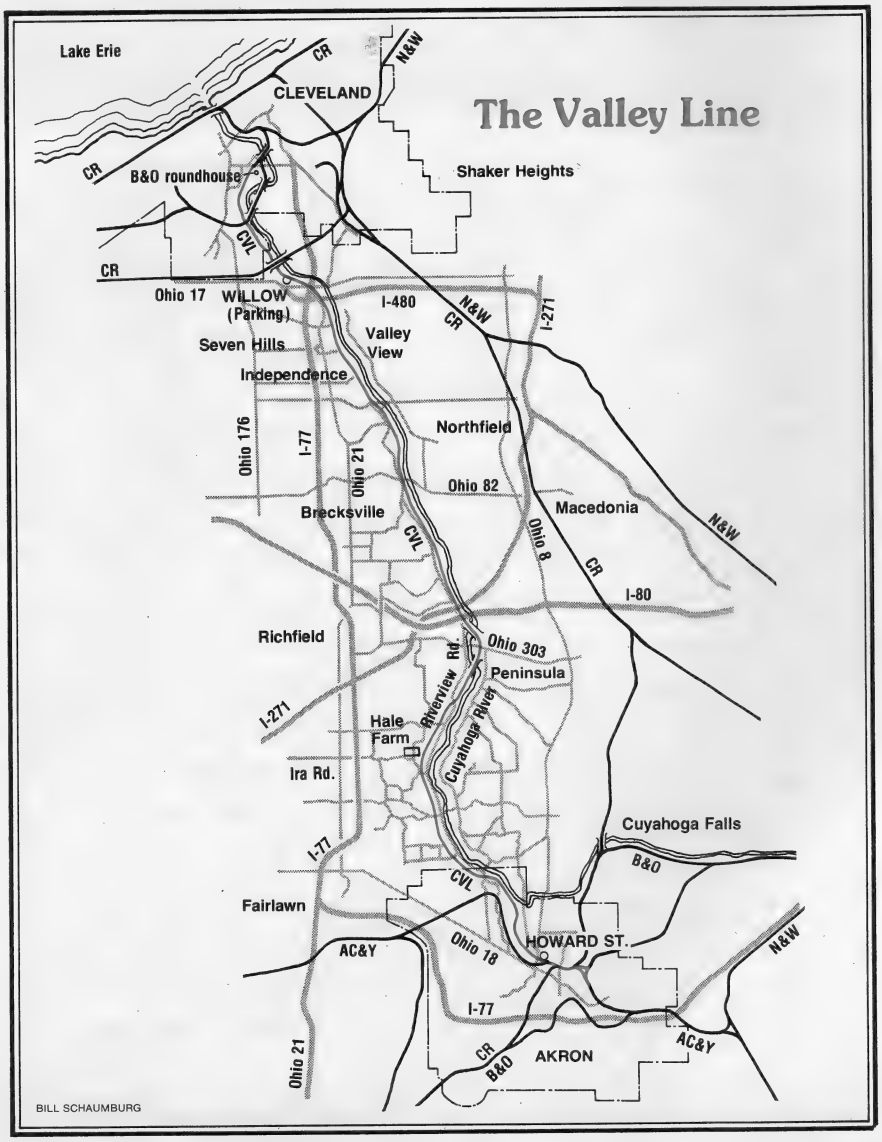
THE CUYAHOGA RIVER VALLEY surrounds the B&O Cleveland-Akron line with picturesque rural scenes. A family waves as the northbound September 23, 1979, run passes through a small community beneath the Ohio Turnpike's bridges. That's Riverview Road (**below left**) in Peninsula.

dling the gravel trains out of Oxford. In March 1960 the 4070 was retired, her active career ending in the month that saw the GTW enter the history books as the last major U.S. railroad to assign steam to a regularly scheduled passenger train (4-8-4's 6319 and 6322 handled the two sections of trains 21/56, the afternoon turn job from Detroit to Durand on March 27, 1960).

Shortly after her retirement, the 4070 was purchased by Louis S. Keller, a railfan from Cedar Rapids, Iowa, and put into storage at Durand. (Mr. Keller also owned Illinois Central 2-8-0 790, which was run on at least one fan trip in Iowa before being put on display in Cedar Rapids and ultimately ending up in the collection at Steamtown in Vermont.) The Midwest Railway Historical Foundation acquired the 4070 from Keller in the fall of 1966, and in June 1968 she was moved to the Chicago & Western Indiana's 47th Street roundhouse in Chicago where she was overhauled on contract by Dick Jensen and his crew. Jensen was already well known in the Chicago area for his excursions on the B&OCT and GTW with his own ex-GTW 4-6-2 5629, and part of Jensen's agreement with MRHF was that he would have the 4070 for two excursions out of Chicago before returning the engine to Cleveland. Those two trips from Chicago to South Bend on the GTW were run in November 1968 and March 1969. It was on the March 1969 trip that the fireman got so confounded by the 4070's Duplex stoker that he lost steam on the road, and in the ensuing confusion delays compounded in such a manner that the train didn't get back into Chicago until nearly 3:00 a.m. on Monday morning—it was the beginning of the end for Jenson's previously fine rapport with the GTW, although he did run a trio of flawlessly executed trips with his Pacific in Michigan shortly after that.

The 4070 began her career for the MRHF with an excursion in August 1969 from Erie to Greenville, Pa., on the Bessemer & Lake Erie and also did a stint with a 51-car hopper train.

In searching for a suitable place to operate the 4070 in regular service, the MRHF found a mile long unused B&LE spur at Conneaut



BILL SCHAUMBURG

Lake Park, Pa., and under the name Conneaut Lake Park & Eastern the 4070 pulled summer weekend excursions from 1971 through 1973. This was a fine interlude and proved the reliability of the engine, but a one-mile spur is rather confining for a USRA Light Mike. A similar but larger attraction in the area had to be found.

The MRHF gathered a remarkable array of powerful community leaders who supported and promoted the idea of a regular weekend steam operation on the old B&O Valley Division from Cleveland to the historic Hale Farm near Akron. Siegfried Buerling of Hale Farm and the Western Reserve Historical Society and Henry Lukes, a lawyer and director of the Cuyahoga County Fair, received the support of Nick Miletti, builder of the Cleveland Coliseum, home of the basketball Cavaliers. After initial resistance from the Chessie System for operating rights over the Valley Line, the MRHF people and their influential supporters got the attention of the late Cyrus Eaton, then chairman of the Chessie System. Mr. Eaton was receptive to the idea, and the Cuyahoga Valley Line was born.

The inaugural run took place on June 26, 1975, with the excursion train behind 4070 running from Brookside Park at the entrance of the Cleveland Zoo to Hale Farm and Village, 21 miles south at Bath, Ohio. The scenic ride and tour of the locally renowned Hale Farm proved to be an attraction that could fill a train. Since the train had to be deadheaded to Akron for turning, the operation was subsequently altered to permit passengers to ride as well to Akron and back.

The 4070 took a hiatus from its Cuyahoga Valley operations in September 1975 to venture to Pittsburgh to power three fan trips on the P&LE from there to Brownsville, Pa., and return for Steam Tours Inc. On the first of the trips, the fireman couldn't get the knack of running that Duplex stoker with the heavy train, and a road failure was averted only when they took over and hand fired the engine for the rest of the trip. Finding a fireman who really knows how to operate her "different" Duplex stoker has been 4070's only recurring problem.

The 4070 ventured away from the Cuyahoga run again in May 1977 for two trips doubleheaded with Steam Tours' ex-Reading 4-8-4 2102 from Pittsburgh to Altoona, Pa., over the famous Horse Shoe Curve. On May 15, the first of the two trips, 4070 caused no small amount of excitement when she threw her right eccentric rod at speed while climbing up to Horse Shoe on the return leg of the trip. The damage was relatively easy to repair and she put on an unblemished performance the following weekend.

For the first few summers of the Cuyahoga Valley Line operation until MRHF proved that its engine and train were reliable, the Chessie insisted that a diesel tag along on the rear of the train in case of mechanical difficulty. The performance was sufficient that the Chessie no longer requires the diesel, thereby reducing the expense of running the trips. In the few instances when the 4070 is not able to run due to mechanical work, a Chessie Geep handles the train as scheduled.

The 4070 resides in a leased stall of the old B&O Clark Avenue roundhouse, and equipment is stored in the Oak Grove yard in Cleveland. Since the line operates June through October, major overhaul work and heavy maintenance must be performed during the winter. Routine annual work includes dissassembly and cleaning of smokebox and firebox, and periodic federal inspection of boiler and firebox are required. Many one-time repairs must be performed; for example, during the winter of 1978-79 a worn tire on 4070's right front driver had to be replaced at cost of $1200. Jacking up an engine of this size is not a simple task, and extreme care is required in handling 499,500 pounds of steel. During the last three years repairs undertaken include replacement of springs, flues, superheater tubes, ashpan, rear boiler support plate, staybolts and feedwater pump.

In addition to the locomotive, the 13 cars must receive a substantial amount of attention such as a thorough checking of running gear, metal renewal, painting inside and out, reroofing, recaulking and replacement of window sash, and overhauling air conditioning systems.

The trip

Each Saturday during the June through October operating season, there is much preliminary work to do before the excursion train can be presented to the public. Most important is the careful, slow, 4½-hour firing-up of 4070, starting at 5:00 a.m. so that temperatures will expand the boiler shell evenly. At specific pressures such auxiliaries as air compressor for the brake systems, electric generator for lights, lubricators and steam blower are activated. The engine requires two different types of grease and four different weights of oil to lubricate the many fittings.

After the engine is properly prepared and coupled to the coaches, it is turned over to the Chessie crew. Train departure site for the first few years of operation was the Cleveland Zoo, but because of parking problems the train now leaves from behind Name Brand Furniture on the north side of Highway 17 just west of Interstate 77 in Independence, Ohio, a community in south suburban Cleveland. The parking lot is soon filled with cars, and the public eagerly boards the coaches upon arrival at 10:30 a.m. It is best to reserve tickets ahead of time by calling Cleveland at 216 468-0797 or Akron at 216 657-2474. Also, one may write for tickets or information from Cuyahoga Valley Line, P.O. Box 49, Peninsula, OH 44264. Seating capacity for the 13-car train is limited to 600 persons and is sold out on many weekends.

Of the $9.00 ticket price for a round trip to Akron, only about 40¢ is ploughed back into train maintenance. The remaining portion is paid to Chessie for track rental and crew costs. Expenses for each run come to about $3,000, and nearly $800 must be paid each day for insurance! These operating expenses are only partially met by passenger fares. The deficit is underwritten by local participating industries and through contributions. Sales of souvenirs help meet engine maintenance costs.

Anywhere between twelve and 15 volunteers staff the train each weekend for the whole summer. Who would contribute as much of their precious free time as these persons do? One father, whose whole family works on the train, commented that his two daughters are building character, poise and confidence by meeting as many different types of people as they do while performing such duties as selling souvenirs and raffle tickets for a chance to tour the engine cab. Other volunteers are retired and feel proud to be a part of a successful operation which seeks to bring a better understanding to a younger generation of our nation's railroad heritage and the important part the steam locomotive played. Still other volunteers enjoy putting their skills of carpentry, painting, machining etc. to good use in keeping the train in first class operating condition.

At precisely 11:00 a.m. the 4070 whistles off on its 55-mile round trip to Akron. Shortly, the excursion train enters the Cuyahoga Valley Recreation Area with National Park volunteers narrating the trip so that the passengers know what they are viewing. The meandering Cuyahoga River is paralleled for much of the route. It is pointed out to passengers that the railroad follows one of the longest remaining water-filled sections of the Ohio-Erie Canal. A graceful arch bridge carrying Highway 82 crosses the railroad and river and makes a beautiful backdrop to photograph the train winding its way along the Cuyahoga River. Several little hamlets are passed before crossing the Cuyahoga River on a flat deck bridge. Next, the town of Peninsula is observed with its nicely restored station, caboose and coach. Riverview Road, which was the original wagon road between Akron and Cleveland, follows the track very closely from Highway 82 to Akron.

After spanning the river again on another flat deck bridge, the train stops at Milepost

THE COALING TOWER at Akron looks good but is not serviceable. Actual coaling of the 4070 is done at the beginning of the day at the B&O roundhouse (**top right**) in Cleveland with a clamshell bucket and a crane.

DAVID R. HANNA

14, called Ira Crossing, at 12:15 p.m. Those passengers who have opted for Fare Plan I ($6.00 for adults and $4.00 for children) board a hay wagon or complimentary buses which transfer them to the Hale Farm and Village. Occupying over 200 acres of the Western Reserve, the Hale Farm was originally settled by Jonathan Hale in 1810. The land and buildings were given to the Western Reserve Historical Society by the late Clara Ritchie who wished that the operation remain open for public inspection. Today the farm and other buildings which have been moved to the site provide an insight into life 100 years ago as visitors have a chance to see craftsmen engaged in such trades as weaving, blacksmithing, carpentry and other crafts. As some persons get off to tour the Hale Farm, others get on the train to take advantage of Fare Plan II (adults $5.00 and children $3.00), which allows a round trip ride between the Hale Farm and Akron. Those who have chosen Fare Plan III ($9.00 for adults and $6.00 for children) stay on board for the round trip to Akron and return.

The steam train pulls out of Ira Crossing at 12:30 and continues the next eight-mile leg of the trip which follows a much steeper grade out of the river valley to Akron. The city of Akron takes its name from a Greek word meaning "at the point or top", and Akron marked the highest point on the Ohio-Erie Canal. Just before arriving at the Howard Street Station in Akron, the special crosses over a group of three canal locks which can be observed quite clearly from the right side of the train.

At 1:00 p.m., complimentary buses meet the train to take the visitors to Quaker Square, a unique shopping center built within the old Quaker Oats factory. Inside, 50 specialty shops are situated along with several restaurants. Touring the shops, one is surrounded by the warm tones of sand blasted brick and highly varnished solid oak floors. Milling machinery helps lend authenticity to the building complex.

Next door to Quaker Square is a model railroad display of unusual proportions housed in the old REA building. An ex-CB&Q 0-6-0 is on display with a Pullman car which is set up for parties to use. Also outside is a two-foot-gauge Henschel 0-4-0T. Downstairs in the express building is a restaurant and display of railroad memorabilia. Upstairs is the world's largest operating display of O gauge model railroad equipment with over 400 locomotives and 1,100 passenger and freight cars from the collection of Mack Lowry. Every half hour a show is conducted complete with night lighting and videotape TV. The mammoth exhibit features many custom built locomotives and cars.

While the group is touring the Quaker Square area, the engine is turned on a wye in Akron at the Chessie facility, complete with roundhouse and old unused cement coaling tipple. 4070 is greased and watered before returning to the train for a 3:30 p.m. departure for Cleveland. At 3:50 the tour train picks up passengers left at Hale Farm and disembarks those who started their trip at the farm. Leaving at 4:00, the train is back at Independence by 5:00 p.m., providing that no ore trains are met en route.

The CVL people say there very few disappointed passengers after a ride, and kind words to the volunteer car hosts bear it out. These words of praise are the only pay the volunteers receive. Their work is not done, however, when the passengers leave. It's about a 20-minute run from the "passenger station" in Independence to the B&O yard in the industrial valley southeast of downtown Cleveland, and the coaches have to be swept out and cleaned up. The engine is taken to the classic old engine facility, spun around on the turntable and bedded down in the roundhouse with its fire banked to last through the evening hours. The train makes the run all over again on Sunday.

Although current operation and maintenance on the engine and train require hundreds of hours of labor, the MRHF is looking to the future when land and buildings may be obtained in close proximity to the Valley Line so that a proper museum can be developed. This area would include an engine and coach shed for more convenient working conditions as well as providing display space for historical railroadiana. The group is actively looking for examples of early diesels and passenger equipment in addition to a backup steam locomotive for 4070. But these plans all require a great deal of money, much of which will have to be contributed.

In the meantime, on any summer weekend you will find a handsome black steam locomotive working a heavyweight consist through the scenic valley between Cleveland and Akron in one of the finest steam shows in North America. If they accomplish nothing more, they have already achieved a worthy goal.

Volunteering on the CVL

The making of a fireman on 4070. **by Grant Geist**

Being an individual with railroading in his blood, viewing "big time" steam for the first time in the form of an ex-Reading T-1 Northern and spending most of my 25 years living around the Cleveland area, it was only a matter of time before I became involved with 4070 and the Cuyahoga Valley Line. Inspired by watching the young crew of 2101, I visited the B&O roundhouse which housed 4070 one cold day in 1978. I discovered that working on a steam locomotive is a very dirty job requiring proper clothing, which I did not have with me. Therefore, my curiosity earned me a rather dirty coat and a very angry wife.

The first few weekends were spent doing jobs usually assigned to beginners. They consisted of cleaning out the pit, shoveling a season's worth of soot from the smokebox and steam cleaning the interior of the firebox. Most of the "old timers" avoided these dirty chores, but for a railroad fanatic such as myself, they were exciting and only time consuming. Besides, just being around this industrious group of steam railroaders and being a part of such an operation was a dream come true. As time and my skills progressed, I found myself given tasks of greater importance. I began working with others on the removing of the worn tire on the engineer's side front driver. This was a project complicated by the crosshead assembly and the fact that the B&O roundhouse does not have a drop pit. Somehow we managed to disassemble things and order a replacement.

Many other jobs remained to be done, and I became acquainted with them quickly. A new ashpan and hopper assembly were to be installed, work on the air pump was to be done, and some work on the running gear lay ahead, just to mention a few. By this time, not only had I discovered working on a steam engine was a dirty job, but also was a very grueling and back breaking undertaking. The 1979 season was approaching quickly and many things remained to be done.

The engine crew realized that what had been taken apart in the months of December, January and February, must now be reassembled in the months of March, April and May. Putting something back together usually takes longer than taking it apart, so we began to work at a much quicker pace. Now not only were we working on Saturdays, but Sundays and Wednesday evenings as well. We had a June 2 deadline to meet, and time was running short.

Things became complicated as the season approached because there was a truck strike and our new tire had not arrived. We considered going to Pennsylvania to pick it up. However, the truck strike ended and our trip was not necessary. After reinstalling the tire and making last minute adjustments, it was time to test the boiler. A hydrostatic test was made and the green light given by the Federal Railroad Administration. Now all that remained in our way was finding the time needed to complete repairs. Time defeated us, and the June 2 and 3, 1979, trips were made with B&O diesel power. Those of us on the engine crew remained behind to continue repairs.

Finally, on June 7, 1979, we fired her up for the first time since last season. The shake-down runs that followed indicated that further adjustments were required. Therefore, on Saturday, June 9, 1979, the Cuyahoga Valley Line once again had to rely on a diesel. Although disappointed, the dedicated crew of 4070 rolled up their sleeves and went to work. By evening the hard work had paid off. We decided to run with steam the next morning.

On Sunday, June 10, 1979, 4070 was once again alive and stretching her legs. This was a day I would long remember, for it was my first cab ride. This was only one of many trips to follow throughout the 1979 season, but it was the only free ride. The trips that followed would find me shoveling coal into the big belly of this fire-breathing dragon and loving every minute of it. The hard work had paid off in an opportunity for more hard work.

The Cuyahoga Valley Line may seem like a simple round trip from Independence to Akron, Ohio, to a passenger, but that round trip takes hours of preparation and constant maintenance by the 4070 crew. For me, this begins on Saturday morning when I get out of bed at 3:00a.m. As one of the firemen with the Valley Line, it's a pre-dawn trip from home to the B&O's Clark Avenue Yard in Cleveland where the 4070 resides.

JIM BOYD

Upon arriving, I usually find the fire started by assistant crew chief Russ Jaite. This is done by spreading a blanket of coal over the entire gate area and igniting it with railroad fusees. Water level in the boiler is topped off, and a ground line is placed on the main reservoir for braking. All lubricators and oil dripping cups are filled, and then it's off to what we call the "brain shed" for coffee. This is the office in the roundhouse where we make our corporate decisions.

While sipping what Russ calls coffee and waiting for steam pressure in the boiler to rise, we plan our strategy for the day. At 40 lbs. of steam pressure the external blower (a motorized exhaust fan) has to be taken off the stack. This is a difficult job for one person because the unit is very bulky and awkward. I gladly relinquish the task whenever I can. I do not possess a greal deal of balance and more often than not I inhale quite a bit of smoke. After removing the external

DAVID R. HANNA

VOLUNTEER FIREMAN and author Grant Geist poses in the cab of 4070. The B&O roundhouse in Cleveland (**left**) is 4070's "home."

blower we turn on the locomotive's steam blower. Now the boiler pressure rises very rapidly with to the increased draft.

As boiler pressure continues rising I find myself shoveling coal more frequently. The hotter the fire gets, the faster the steam pressure rises and the more coal I shovel. While I tend the fire, either Russ or Tony, a fellow fireman and crew member, service the air pump. This is another job I try to avoid because of the swabs that are placed on the pump's piston rods. They are soaked in a very heavy oil and are placed on the rods with bare hands. It is then a major task to clean your hands because of the oil's stickiness.

When 4070 reaches 120 p.s.i. of boiler pressure, the ground line is removed and the air pump is started. The pump is never started below 120 lbs. because it will not run effectively. The hydrostatic lubricator drip rate for the air pump is checked, and then it is off to grab one last cup of coffee before leaving the roundhouse.

At approximately 7:00 a.m. we un-chain our big steel toy and ease her out onto the turntable. A small jog of the table lines us up with the sand track where we dump ashes from the previous weekend. After this, we move 4070 to the sand tower and take sand if necessary. Then we proceed to the coal chute track to take coal for the day. I always enjoy this move because it means crossing a grade crossing. This is my chance to talk with the whistle. Although not an expert with the cord, my touch has improved with time.

DAVID R. HANNA

We load coal with the MRHF (Midwest Railway Historical Foundation) crane. Loading takes about 30 to 45 minutes, depending on the previous trip's consumption and the crane operator. After coaling we move to the inspection pit to check the undercarriage and grease the small fittings. We always put up a blue flag at each end of the locomotive during the inspection. This signifies that men are working on the engine and it must not be moved. After the inspection we join the consist of the Cuyahoga Valley Line. We couple on, but only when the car crew gives the green light by removing their blue flags. Since passenger cars have extensive reservoir capacity, it takes about 20 minutes to pump air through the train line and make a brake test.

Somewhere around 10:00 a.m. we get clearance and depart for the boarding area at Independence. At Independence the car safety crew members help the passengers board, and I make sure that everything in the cab is under control. Scheduled departure is 11:00 a.m., but sometimes this is delayed slightly by a large number of passengers. Then I have difficulty in not lifting the pops. Once underway the cab gets very busy and exciting. The boiler is blown down to rid it of sludge and sediment. The Duplex stoker is working fine, but I still have to fill in the rear corners by hand.

Noon finds us arriving at Ira Road where many passengers detrain to spend the afternoon at nearby Hale Farm and Village, a historic settlement. Winners of a raffle drawing on the train get a tour of the cab, and the children learn first-hand about a steam locomotive. I keep busy inspecting and oiling the engine.

At 12:30 p.m. we depart for Akron. Now I have to really watch myself as the steepest grade of the day is encountered and overcome. If feeling energetic, I will hand fire this portion of the trip. We roll into Akron at 1:00 p.m. to the site of what was once the Howard Street station. All passengers, both from Independence and those who boarded at Ira, get off here and find buses waiting to take them to Quaker Square, a shopping mall made out of an old Quaker Oats factory.

With passengers off and enjoying the afternoon at Quaker Square, we proceed to Akron Junction for servicing of the engine. Akron Junction is located about two miles east of Howard Street and is where the Valley Branch joins the B&O main line. We turn the engine on the wye and take water. If I have time and it requires doing so, I will shake the grates and rebuild the fire. Then it's back to Howard Street and the return trip to Hale Farm and Independence. It's down hill from here, and our scheduled arrival time of 5:00 p.m. is usually met.

When all passengers have unloaded we begin our trip back to the Clark Avenue Yard in Cleveland. Upon arriving, we cut off from the train and return 4070 to the roundhouse. All equipment is shut down, and I bank the fire for the following morning. After scrubbing up I make the trip back home, knowing tomorrow is Sunday and it will bring more of the same.

Transit Topics

Operating line planned for St. Louis museum.

ST. LOUIS COUNTY Parks Department took over operation of the National Museum of Transport at Kirkwood, Mo., last year and now has plans to construct a large parking lot that would be served by a new trolley line which would run from the lot and make a large circuit of the museum grounds, according to *Short Circuit Bulletin* of the Texas ERA Division in San Antonio.

Although the museum contains many trolleys along with its large steam display, it is now most interested in obtaining a former Illinois Terminal PCC car from the Ohio Railway Museum at Worthington, Ohio, to commence operations once track and overhead are completed. Other cars expected to run are a Peter Witt from St. Louis and a Philadelphia car. Plans also call for an operating steam line at the museum that has been only a static display in past years.

LOS ANGELES' PROPOSED 18-mile subway line route has apparently been finalized, according to news from Arthur C. Davis of Reseda, Cal. The heavy-rail line of the Southern California Rapid Transit District will operate from Union Station downtown, through the Wilshire corridor to the Hollywood area by way of Fairfax Avenue and North Hollywood. A slightly shorter routing by way of Vermont or La Brea was turned down.

Costing $2 billion, the line will have 120 subway cars which will be ordered in 1984 at an estimated cost of $180 million. UMTA does not have funds available for its share, and it is hoped that these may come from Congressional approval of a windfall profits tax.

Also in Los Angeles, the *people mover* system planned for downtown has run into a snag because of demands from the state that the city assume all future risks for funds to operate it once it opens by the end of 1983. Running on an elevated track or guideway above downtown streets, it would extend over a 2.9-mile S-shaped route from Union Station through the Civic Center and the Bunker Hill urban renewal area to the Convention Center.

WITH its 13.7-mile east-west line now in operation, Atlanta's Metropolitan Atlanta Rapid Transit Authority has announced implementation plans for completion of its north-south rapid rail line from Doraville at the north end for 19.6 miles through downtown and south to Hartsfield International Airport, with a completion date of 1985.

First stage of the new route will involve extending the line from Garnett to West End in the south and from North Avenue to the Arts Center in the north. Next will come extension north to Lenox station and south to Lakewood station, both scheduled for completion in 1984. Next extensions will bring trains to Airport station in July 1985 and Doraville station in September of the same year. Total cost of the north-south line will be about $1.5 billion. Additional extensions will see the rest of the 53-mile system completed by 1990.

MARTA will use 100% local funds in the interest of sustaining the construction momentum and to avoid a $12 million cost increase for every month of construction delay. These funds come from a 1% sales tax levied in Fulton and DeKalb Counties. The tax has increased the MARTA bonding capacity which in turn will facilitate completion of the system on an expediated schedule. MARTA is entering into a no-prejudice agreement with the Urban Mass Transportation Authority whereby 80% of the local funds will be reimbursed once federal funds become available.

CHICAGO'S SKOKIE SWIFT rapid transit line is being considered by the North Suburban Mass Transit District and Illinois DOT for an extension north one mile from its present terminus to the Old Orchard Shopping Center, according to news from Dave Nelson of Charlottesville, Va., and Steve Scalzo of Park Forest, Ill.

Proponents of the extension hope that some of the estimated $1 billion available to the suburbs from the cancelled Crosstown Expressway could be used to pay the $40 to $70 million cost. The line would use the abandoned right-of-way of the defunct North Shore Line from the Skokie terminal at Dempster Street to the shopping center at Golf Road and Skokie Boulevard.

The *Chicago Tribune* notes that the CTA took over the abandoned North Shore right-of-way from Howard Street to Dempster Street in 1964 as part of a federally-funded experiment costing $524,000 to lure motorists from autos to rapid transit. The five-mile line now carries 3,500 riders daily and is linked with the Old Orchard Shopping Center by a bus route.

CTA's Amalgamated Transit Union Local 241 has proposed light rail lines rather than full-scale rapid transit on several lines under consideration by Mayor Jane Byrne and city officials. The service to the southwest, including Midway Airport, would run from State Street Mall along ICG tracks to Cicero Avenue, the airport and Ford City. A second route using the median of Archer Avenue is also proposed. Finally, the Riverfront Line, a 2½-mile route that would run from Union Station to Navy Pier, could be served by light rail using existing railroad tracks with stops at North Western Station, Merchandise Mart, Marina City and local stops in the North Michigan Avenue area. It is said that light rail would adapt well to this route, eliminating high-level platforms.

NEW YORK CITY subway system has been under study by a group from the School of Engineering of Columbia University, according to its quarterly magazine *Columbia*. The research team of faculty members from four engineering departments found one immediate step requiring virtually no capital investment to achieve annual savings of from $12 to $18 million in the subway's use of electricity. It calls for each motorman to undertake high initial acceleration until a pre-designated speed is reached, followed by coasting and braking. Current train schedules could be maintained along with reduced electrical consumption by each train. Only outlay would be for speedometers and instructional signs.

The long-range solution calls for a novel propulsion called "Hydrex" on all new cars to be ordered (1,600 will be needed in the 1980's). Hydrex uses a hydrostatic transmission (oil at high pressure) and a gas accumulator, and permits the on-board storage and reuse of the kinetic energy of a speeding train through regenerative braking. During the braking cycle the motor serves as a pump that hydraulically compresses air trapped in the accumulator structure. As the train starts, the gas expands and causes the hydraulic fluid to accelerate the motion.

According to Dr. Helmut W. Schulz, adjunct professor of chemical engineering at Columbia, the Hydrex-propelled cars are lighter and less costly than conventional cars and can generate energy savings of $40 million a year in electric consumption. New York City Transit Authority has applied to the U.S. Department of Transportation for Hydrex development funds.

DETROIT'S Washington Boulevard streetcar line is being extended along Jefferson Avenue for several blocks to Mariner's Church in the Ren Cen area, according to Oren H. Hart of the Motor City.

At the same time a proposal to provide $950,000 in state money for preliminary engineering studies on a subway is being fought in the state legislature. The line proposed by the Southeastern Michigan Transportation Authority would run as a subway for ten miles under Woodward Avenue at cost of $900 million. Opponents, in a delaying move, want alternative studies of monorail, an elevated railroad and a *cable rail*, according to the *Detroit Free Press!*

ANOTHER AREA where rapid transit—this time light rail—is now under consideration is the Twin Cities, where city officials, businessmen and transit advocates of Minneapolis and St. Paul, Minn., are advocating reconsideration of rail transit as a solution to downtown bus congestion in rush hours. The first problem to overcome in the Twin Cities is that the Metropolitan Council must alter a transportation policy it made a few years ago that there will be "no fixed guideway for the exclusive use of transit for the region or any subregion."

Norton Clark of Newton Highlands, Mass., who sends us this news, notes that pro-light rail advocates show the cost of light rail runs from $6 to $19 million a mile as against subways that cost from $70 to $90 million a mile.

The Twin Cities once saw 1,021 trolleys operating over 530 miles of track. That came

to the end in 1954. There's nothing left now but the mile of restored track of the former Como-Harriet line being operated in summer as a museum line by Minnesota Trolley Museum using old Twin Cities trolley number 1300.

KNOTTS BERRY FARM at Buena Park in Southern California has operated several battery-powered cable cars from the California Street line to carry riders on a 1¼ mile loop line inside the park. Tom Swinney of San Francisco tells us that the line was recently closed due to safety and spare parts problems. Hopefully, it may be running again by the time you read these pages.

SAN FRANCISCO Municipal Railway's $330 million subway under Market Street saw its first public operation on February 11, 1980, with Light Rail Vehicles running in the subway portion only, in off-peak hours. No fares were collected because it was part of a crew training program prior to weekday operation over the entire N-Judah line that commenced the following week. This line is the busiest in the city and runs from Ocean Beach to the Embarcadero terminal in the subway.

At the start the subway-surface N line LRV's ran weekdays until 10:00 p.m. when buses replaced them for the rest of the night. On weekends regular streetcars were in use, running on their normal surface routes. Another change for commuters was an extension of the K-Ingleside line to Balboa Park. It had terminated at Phelan Loop near City College prior to this. This is the next line to be put into the subway with LRV's being used. MUNI *hopes* to complete LRV operation on the remaining J-Church, L-Taravel and M-Oceanside lines within a year. Only problem may be the single crossover at the end of the subway tracks at Embarcadero terminal limiting the number of cars that can be handled in rush hour service.

A trolley subway under Market Street was first considered after the disastrous earthquake-fire back in 1906, but nothing came of it until 13 years ago when the plans for BART were approved, including the trolley subway above the BART tracks, directly under Market Street with completion date of 1976 set at the time.

IS IT POSSIBLE that the end may be in sight for the streetcars of the fabulous St. Charles Avenue line in New Orleans? This is very possible, says Louis C. Hennick of Shreveport, La., due to the difficulty in obtaining spare parts from General Electric, which has stopped making critical traction motor components—field coils, in particular. Without these, there may soon not be enough operable cars to handle the busy service on the last trolley line in the U.S. still using old standard-type cars. This line is now in its 145th year of operation!

Complicating the situation is the fact that New Orleans is financially on the verge of actual bankruptcy and can't be expected to be of much help to the New Orleans Public Service that operates the line. Mr. Hennick asks, "Can't such items as field coils be located somewhere—if not in the U.S., then overseas in Germany, Italy or Japan?"

A DISTURBING HEADLINE recently appeared in the *Boston Globe*. It read "MBTA may drop LRV's completely". According to *Globe* staff writer Charles A. Radin, the 130 Boston LRV's have such serious design and mechanical problems that the fleet may have to be taken out of service in two to three years because of prohibitive corrective costs.

Interviews with management and workers and reviews of transit company documents indicate that repairs and maintenance of the LRV fleet could cost $60 million over the next five years! According to Andrew C. Hyde, MBTA's Director of Operations, it is because the LRV's may not be salvageable for a long term that the MBTA is moving so fast to evaluate other LRV's now being manufactured elsewhere in the world.

A recent $40 million settlement received by MBTA from Boeing, builder of cars, cannot be used for repairs since it represents a refund of money granted by Urban Mass Transportation Administration to buy new cars for the line. When the settlement was approved by UMTA it was made clear that the MBTA put the original number of cars ordered, 175, on the line *without any additional federal funds.*

This news comes from Norton D. Clark of Newton Highlands, Mass., who also tells us that there have been some problems with the new Canadian LRV's now placed in service in Toronto. Biggest problems last winter were short circuits under the 50-foot cars caused by a combination of salt and snow rubbing against cables and inductors. Other problems involved faulty doors and dials on panels.

The first Canadian LRV's arrived in Boston March 5, 1980, for testing on MBTA tracks in an effort to find a replacement vehicle for the Boeing cars. Additional foreign LRV's are expected later on.

CORRECTING an item in our November 1979 department, Warwick Jenkins of Scarborough, Ont., tells us that a British railfan preservation group in Southampton, England, purchased two Brill 21E *trucks*, not streetcars, from Oporto, Portugal, for use in rehabilitating car bodies they now own for preservation. Our erroneous information had indicated that complete cars were purchased from Oporto.

IN EL PASO, Texas, efforts continue to find use for the remaining PCC cars (about 13) which were fitted with new motors just before the line to Juarez, Mexico, was abandoned a few years ago. Urban Mass Transit Administration has given $20,000 to the City for a study of the feasibility of restoring streetcar operation, possibly on a line to University of Texas in the northwest part of the city. There is no possibility of restoration of the international route to Juarez, where city officials insisted the wires and poles be taken down. It is said they feel the trolleys took much business from local merchants.

CLOSING of the military railroad at Norton Air Force Base near San Bernardino, Cal., last winter brought a bonanza to the Orange Empire Railway Museum, located only a few miles away at Perris, reports the OERM *Gazette*. Not only was the four miles of track given the museum but also 45-ton diesel electric locomotive 8580, built by GE in 1944 at Erie, Pa. This locomotive is a military version of a standard GE 44-tonner, heavier by one ton because of thicker deck plates and large air compressors.

The Norton AFB railroad had been used to haul boxcars between the air base and the Redlands branch of the SP. It stopped running in August 1978. OERM members will have, hopefully, removed all of its four miles of track by the time you read this.

FOUR TRAMCARS from Melbourne, Australia, have arrived in the U.S. for use on the tourist trolley line that is being built in Seattle, Washington. It will operate between Pike's Place Market and the Pioneer Square area and is scheduled to begin running later in the year. The trams are big center-door cars recently replaced in Melbourne by newly-built equipment.

According to *The Trolley Park News,* publication of the Oregon Electric Railway Historical Society which operates the Glenwood Electric Railway museum line near Portland, the cars were first sent to the museum for overhauling under the direction of Paul Class, Museum Director, and then shipped to Seattle.

The Glenwood museum line recently placed in service two more cars, ex-British Columbia Electric wooden interurban 1304 and ex-Blackpool (England) doubledecker 48. The Glenwood line operates weekends in summer. It can be contacted at P.O. Box 1318, Glenwood, OR 97120.

A NEW TROLLEY MUSEUM is being built along two miles of right-of-way of the long-abandoned Cleveland & Southwestern Ry. near Chippewa Lake, not far from Medina, Ohio. Members of the Northern Ohio Railway Museum have been laying track for future operation of cars already owned by them. These include ex-Toronto Peter Witt 2778, Shaker Heights 1203, Chicago elevated car 4423, Pittsburgh sweeper M-30, Cleveland Differential car 0518 and a former C&O caboose 90960. Unrestored bodies include Northern Ohio 1519, C&LE 105, Lake Shore freight motor 464 and Indiana freight motor 738.

NORM was organized in 1965 by a group of Ohio trolley fans and became a non-profit museum in 1976. Interested readers may contact it at P.O. Box 29265, Cleveland, OH 44129.

Please send traction news directly to Steve Maguire, P.O. Box 51, Belmar, NJ 07719

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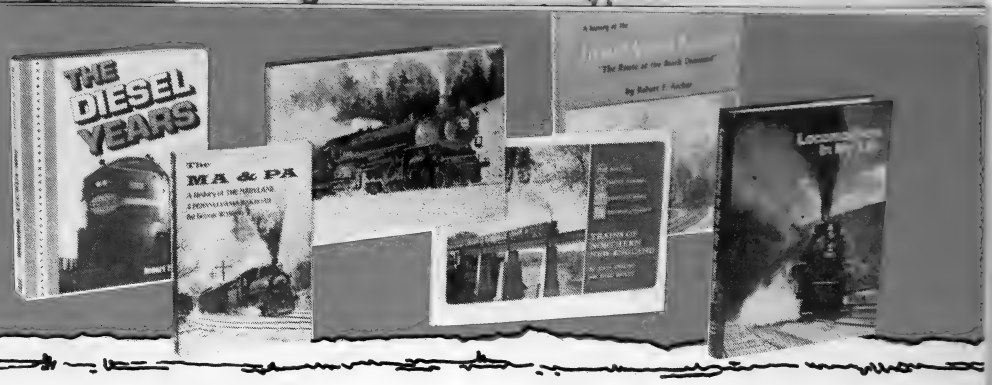

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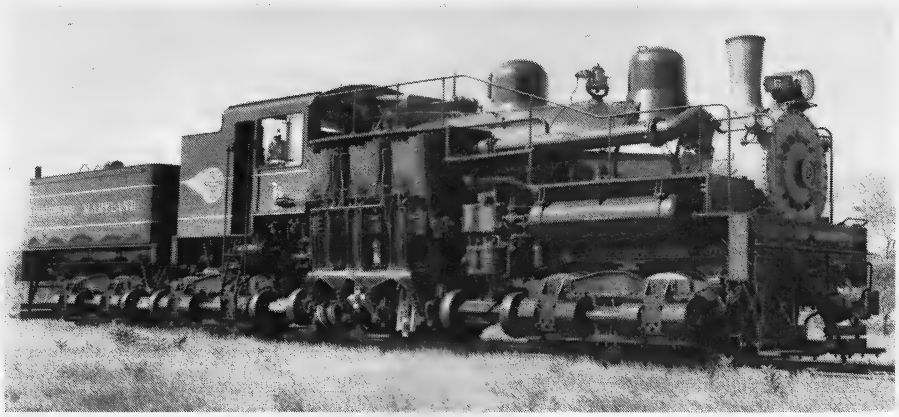

WESTERN MARYLAND SHAY NO. 6 was spruced up and ready for presentation to the B&O Museum of Transportation in Baltimore when this official portrait was made in September 1953. She'll run again!

Lima's biggest Shay to steam again!

To those of us who have a particular affection for West Virginia's Cass Scenic Railroad and its topographical ability to bring out the very best in geared locomotives, it was with great delight that we received an unexpected announcement from Hays T. Watkins, chairman and chief executive officer of the Chessie System. In a move initiated by Chessie, Mr. Watkins announced that Western Maryland Shay No. 6 would be leased to Cass to be returned to service. The biggest and last Shay built by Lima, the 162-ton No. 6 was delivered to the WM in May 1945 for use on the 9% grades of the Chaffee coal branch. Retired in late 1953, the No. 6 steamed her way to the B&O Transportation Museum in Baltimore where she has resided indoors ever since.

As a replacement for the No. 6, Cass Shay No. 1 will be restored to authentic Greenbrier, Cheat & Elk livery and presented to the B&O Museum for display while the WM No. 6 is in service at Cass. In addition, Cass will send to the B&O Museum H.K. Porter's last steam locomotive, the 0-4-0T which served the St. Elizabeth Hospital in Washington, D.C., and which Cass acquired through the U.S. Army at Ft. Eustis, Va., in 1972.

The actual exchange of locomotives is anticipated for late this summer, with the No. 6 going into service at Cass in the 1981 season. In accepting the Chessie offer for the State-owned Cass Scenic Railroad, West Virginia Governor John D. "Jay" Rockefeller IV said, "The State of West Virginia is deeply grateful to the Chessie System for offering to help our Cass Scenic Railroad obtain a 'new' steam locomotive for our operation. The return of Western Maryland Shay No. 6 to West Virginia—where she operated in coal service for eight years—is proof of the continuing friendship that Chessie and our state have enjoyed for many years." All parties have agreed that No. 6 will remain in Western Maryland livery.

The Chessie System and the State of West Virginia have also reached agreement on the abandonment of the former-C&O Greenbrier Subdivision between Ronceverte and Durbin, Cass' only rail connection to the outside world. The state legislature approved the expenditure of $598,730 for the purchase intact of the upper 17 miles of the line from Cass to Durbin (the connection with the Chessie/WM line from Elkins). In return, Chessie has donated the lower 75 miles of the line, worth an estimated $1 million, to the State with bridges and tunnels intact but the track removed for use as a hiking and biking trail along the scenic Greenbrier River.

Cass is expected to establish Cass-Durbin passenger service when equipment permits, and the Durbin run will be a feature of the 1980 Cass Railfan Weekend in mid-May. The No. 6 will see service on the Durbin run at

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least on special occasions, although it will be tested and used if possible on the Bald Knob run where its whopping 59,740 lbs. of tractive effort will come in handy on the grades up to 14%! It looks like No. 6 will evolve from one of the least-photographed Shays into one of the most-photographed.

NRHS saves the 4800

As I was standing there in the crowd in Wilmington, Delaware, on February 26, 1980, as NRHS Senior Vice President Nelson Bowers was going through the ceremonies of presenting Conrail's Assistant Vice President and Chief Mechanical Officer Hollis A. Henderson with a check for $30,000 to purchase "Old Rivets", the very first GG1, my thoughts were more on the surprise I'd felt way back in 1966 when I first glimpsed the 4800 amid a cluster of sister G's in the Enola engine terminal near Harrisburg. "Good grief, she's still around!" And that was 1966.

Moving to New Jersey five years thereafter, I've always felt "comfortable" around the Pennsy electrification knowing that the 4800 was still grinding out the miles. Not a celebrity, the 4800 was an elusive prey for the photographer as she moved about in the relative obscurity of the freight pool. Then came the Bicentennial blitz as 4800 became the "Star-Spangled Squig" (the "squig" nickname came from the way the GG1's seemed to squiggle down the track, one of the memorable if not necessarily dignified creations of railfan Tom Nemeth). The 4800 became at once the most patriotic, most garish and most visible of GG1's, to say nothing of being the first locomotive of any kind to be painted with the CONRAIL name. She later became the first and only GG1 to wear the Conrail dress blue.

Credit must go to railfans within Conrail and to the Lancaster Chapter of the NRHS for seeing that the 4800 was properly preserved. Forbidden to donate the locomotive because of all the federal financing involvement, Conrail officials protected the unit until the NRHS group could line up the $30,000 scrap price of the 4800. The State Railroad Museum of Pennsylvania in Strasburg is preparing an indoor spot for the 4800, although the NRHS is expected to retain ownership of the unit. Serious consideration was given to putting the 4800 into running condition—a burned out main transformer had hastened her retirement—but the expense would have been far too great.

The ceremonies at Wilmington were a pleasant affair with NRHS, Amtrak and Conrail officials on hand paying tribute to the GG1's, and the press taking it all in. There was a good TV coverage, and I was personally startled the next day when the wife of a non-railfan friend asked if I'd heard about "Old Rivets" going to the museum—she'd seen it on TV. Reporter Dan Cupper of the Harrisburg *Patriot* gave me a choice straight line when he asked, "How about a nice juicy quote?"

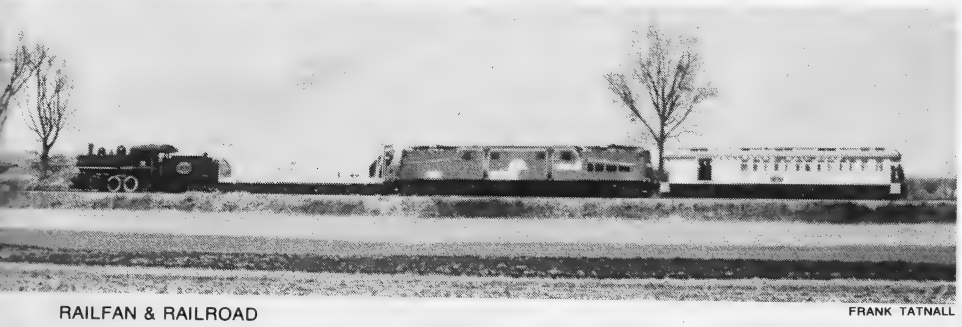
"That's the best pun of the day," was my reply.

The NRHS has revived the 4935 FOGG Committee as the "Friends of GG1 4800" to undertake a fund raising campaign to help repay the Lancaster Chapter for its $30,000 investment and to repaint the locomotive into its vintage PRR dark green and pinstripes livery. The address for information and contributions is "Friends of GG1 4800, P.O. Box 4800, Quarryville, PA 17566."

On March 10, 1980, the 4800 made the last move of her career away from the PRR wires that gave her life—behind a steam engine. The Strasburg Rail Road dispatched 0-6-0 No. 31 to Leaman Place to pick up the 4800, which had been delivered there by Conrail. In a true mixed train consist of the 0-6-0, a covered hopper of plastic pellets and a combine, the 4800 rolled her last miles to the museum in a fitting manner. We'll overlook

TWO PHOTOS: JIM BOYD

CONRAIL'S HOLLIS A. HENDERSON accepts a check for $30,000, the purchase price of GG1 4800, from NRHS Senior Vice President Nelson Bowers (r) in ceremonies at Wilmington, Del., on February 26, 1980. With the news crew from Philadelphia's WPVI Channel 6 ABC affiliate on hand—along with others—"Old Rivets" got good TV coverage. On March 10, the first GG1 made her last move away from PRR overhead wires (**below**) in a mixed consist behind Strasburg Rail Road's 0-6-0 31. That's class.



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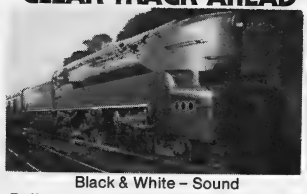

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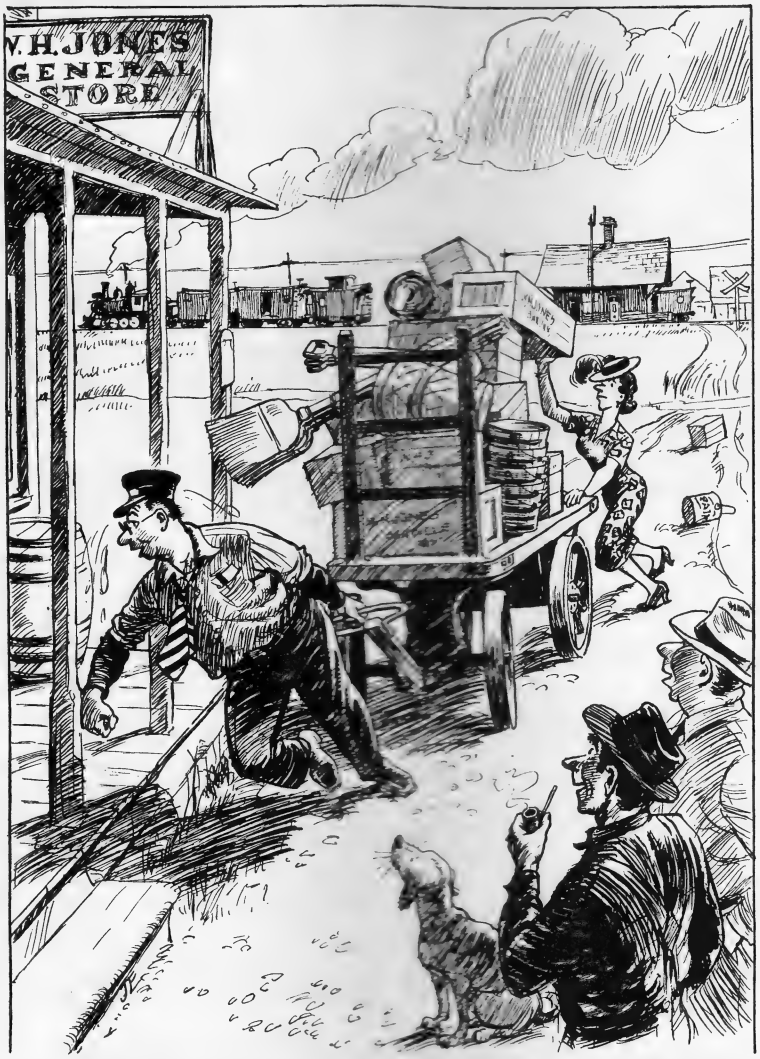

Not on the Wheel Report . . . . . By JOE EASLEY

"Say . . ! That station agent is *really* concerned over truck competition, ain't he?"

the fact that a 44-ton diesel actually made the last shove into the museum property.

We'd like you to meet . . .

You regular readers will notice that there is no WE'D LIKE YOU TO MEET . . . in this issue. The column was initiated with the first issue of RAILFAN (Winter 1974) and has run continuously since then introducing two or three authors whose works were featured in the magazine. It amazes me that we were able to run 28 consecutive issues featuring 76 contributors before we hit an issue that was comprised almost totally of repeat authors. Of those found on the contents page of this issue, Chris D'Amato was in WE'D LIKE YOU TO MEET . . . in May 1978, Dr. Kaplan in November 1978, Bob and Gayle Harmen in Summer 1976, and Ron Johnson in July 1978. Grant Geist's article is sufficiently autobiographical that a WE'D entry would be redundant, so we opted to omit the column from this particular issue. The column will return in future issues, but it will be run only when there are at least two new authors or major contributors to be introduced.

So much for centerspreads

One of the problems of the magazine business is getting news when it's fresh and not having it change or disappear between the time it is written and when it finally appears in print. I'd been talking to all the right people about the upcoming NRHS National Convention in Toronto. Even Jim Bistline of the Southern had given his okay to the idea of taking the Royal Hudson 2839 to Toronto, and the convention officials had gotten the word that Ottawa's CPR Pacific 1201 had

Railfanning is:

Being able to explain to a "civilian" that all railroads aren't bankrupt, Amtrak or government owned.

been promised. When the convention folks produced the photo of 2839 and 1271 doubleheading at the 1958 NRHS convention, I got carried away with the enthusiasm. Instead of just reporting the facts, I had to add that last sentence: "If you're intrigued by the Guelph Junction runby, consider that SR/CPR 2839 and G5a 1201 from the Ottawa Museum are being lined up for the 1980 NRHS National Convention in Toronto next summer."

Well, at that time they *were* being lined up. But when the proposals came down to dollars, the gap was simply too wide. Even though everyone was at least willing to talk about the moves, the final cost was too high to be practical in either fantripping the 2839 north or ferrying the 1201 west. So CNR 6060 will carry the steam banner solo in Toronto—and even there the talk is they'll be her last runs.

The Toronto convention should be a good one, though. 6060 is always worth the trip, and with FPA4's, TEE trains on the *Northlander*, a peerless traction system with Peter Witts and all that GO equipment, how can they miss? See TIMETABLE for details, and I'll see you in Toronto.

Crab Orchard's "diesel"

In going over the completed layout of Chris D'Amato's article on the Crab Orchard & Egyptian, I realized I'd made one fairly serious omission in the photographs: the CO&E "diesel". Not presently serviceable, this mechanical drive critter with a V-8 gasoline engine is actually owned by the City of Marion and will be used in the future to switch flatcars at the piggyback ramp. This is another example of how the CO&E is using steam as part of a legitimate short line business and not as a "toy" for a bunch of steam fans.

CHRIS D'AMATO

THE CITY OF MARION, Illinois, owns this gas-mechanical locomotive which may be used to switch the piggyback ramp on the Crab Orchard & Egyptian. What a way to lose "100% steam" status.

Sign of the times

Back in the spring of 1968 I was on assignment with EMD delivering units to the Southern Pacific and Cotton Belt out of Pine Bluff, Arkansas. The regular train which would catch the new units was the MBSM, the *Memphis Blue Streak Merchandise*, which would depart Pine Bluff for Texarkana and points west about mid-afternoon. Every bit the hotshot that its name implied, the MBSM, however, was assigned the task of working the Rock Island interchange at Fordyce, Ark. With this bit of work completed, the MBSM would then scurry over the rest of its run in a manner befitting a *Streak*, giving a good test to our brand new SD45's.

On one of my first rides on the MBSM, I noticed a weatherbeaten sign that had been knocked off its post lying in the weeds alongside the interchange track. The sign read END CRI&P OPERATION. It was obviously meant to mark the actual meeting point between the Rock and the Cotton Belt ownership on the interchange, but the wording intrigued me. Over the next couple of weeks I made a number of trips through Fordyce and the sign remained in the ditch. The railroads apparently didn't consider this a high-priority item, so in my one-man campaign to

JIM BOYD

WYANET, ILLINOIS, where the Rock Island crosses under the CB&Q, has long been a favorite train-watching spot of mine. The last Rock Island train I saw there was this westbound freight in May 1977. The Rock always tantalized one with the possibility of something unusual, and this was no exception as two U33C's in glowing new paint churned their way uphill bracketing *The Great American Energy Saver*, road mate 284. Who knows, maybe I'll be back next year to see KCS SD50's or GTW Geeps working there.

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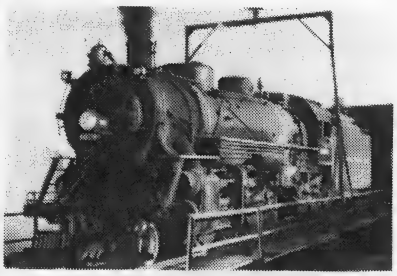

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de-litter Arkansas, I salvaged the sign the next time the MBSM worked the interchange. The old sign made a round trip to Texarkana in the short hoods of Cotton Belt SD45's and spent another four months in the boot of my Volkswagen bug before I finally got back home to Illinois to put it into the railroadiana—read junk—collection.

I'd always taken its message as pretty much of a joke, expecting to haul it out the day a set of Union Pacific Centennials came screaming through Wyanet on their way to the UP's new Chicagoland terminal in Blue Island.

Never did I think I'd see the day when that sign would fulfill its destiny over the real *end* of CRI&P operations. But on March 31, 1980, it came true.

It seems strange to sit here in New Jersey and hear the report from a friend of Silvis being "full of what looks like 300 dead die-

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SUSQUEHANNA BOOK by Walter Lucas. Advise condition and price first letter. Richard Sappelli, 390 Dartmouth St., Wyckoff, NJ 07481. 780

MOVIES OF THE NYS&W, L&NE, L&HR and WB&E. 8mm, super 8mm, 16mm. Will buy or request permission to duplicate professionally. Must be pre-1963. Harold H. Carstens, P.O. Box 700, Newton, NJ 07860. TF

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C&NW RR HISTORY, memorabilia, documents, wanted! Alden Miler, 3212-34th Ave. So., Minneapolis, MN 55406. 182

NEXT in RAILFAN & RAILROAD

- **CANADIAN PACIFIC IN VERMONT:** Alcos, both U.S. and Canadian built, populate the CP Rail line through Newport and St. Johnsbury, Vermont. Scott Hartley shows where and when to catch the action.

- **ASHLEY INTERLUDE:** The Illinois Central and Louisville & Nashville provides steam and diesel action at Ashley, Illinois, on September 2, 1957, and Jim Shaughnessy was there with his camera.

- **THE GARY SWITCH JOB:** We conclude our look at the South Shore 800's by riding them with Don Kaplan on a typical working day.

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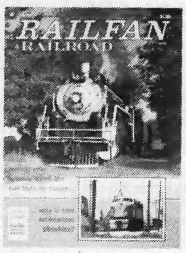

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sels, from scrap-condition U25B's to brand new SD40-2's". I last saw Silvis over this past New Years holiday and remember the view from the east end of the shop of the even then substantial dead line of diesels in a gloomy twilight. It was muddy, and there wasn't anything in the engine terminal that I hadn't seen before or was "worthy" of a photography effort. That's too bad, because the Rock should have gone out of my life with more style.

One of my very first diesel memories was a trip with my dad to Peoria and pacing a gleaming "Rocket Scheme" Geep with the most magnificent silver trucks I'd ever seen—then, the *only* silver trucks I'd ever seen. The Rock (before it was "The Rock") had been Christine DL109 621 and a whole fleet of E3's and E6's—the E3's had the rounded rear carbody—lusty RS3's on commuters at Joliet and ganged up on weekend freight runs to Silvis; the perfect way to spend a sunny afternoon at Wyanet, Ill.,

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KODACHROME: JIM BOYD

AMTRAK'S FIRST AEM-7 began testing around Philadelphia in January. The 900, a joint venture between EMD of LaGrange, Ill., and ASEA of Sweden, was passing through Philadelphia's Zoo Junction on February 26, 1980. Amtrak will be receiving 47 of these 7000-h.p. high speed lightweights.

CHRISTER BISTING

SWEDISH STATE RAILWAYS Rc4a electric locomotive 1166, here at Hagalund Roundhouse north of Stockholm, is better known in the U.S. as Amtrak X995, the ASEA demonstrator which led to the AEM-7's. 1166 now wears a commemorative plaque, visible at the far end of ribbed side panel.

where the Rock ducked under the Q; pooled SP E's; my very first U-Boat—a term I believe was coined on the RI by Phil Weibler who commented on those first U25B's, "It's a shame to paint those nice new units in weathered maroon"—and of conductor Ray Hammons demonstrating his knowledge of IC's Paducah rebuilding by revealing the history of "mystery" engine 2199 as his RI local tied up at El Dorado. The Rock was grand and shabby all at once; somebody called it the Jersey Central of the Midwest, and he was about right. But who else gave us an E6 with a gold nose or a spanking new blue and white GP38-2 named THE AMERICAN RAILFAN? Call her the Chicago, Rock Island & Pacific or The Rock, she deserved a better fate.

I've seen what government meddling, indecision and ineptness is capable of in the Northeast. I can remember the LV, L&HR, CNJ and Reading. Conrail is no substitute. Hopefully it won't happen in the Midwest. If the Rock must go to save the KCS and North Western and BN and what's left of the Milwaukee, then so be it. Maybe, like the O&W, the Rock Island will become greater in memory than it ever was in a grimy and troubled reality.

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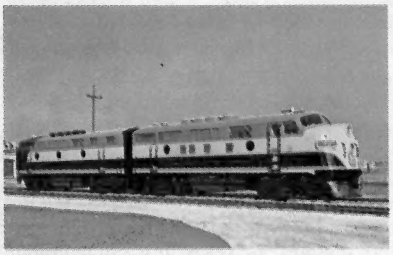

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